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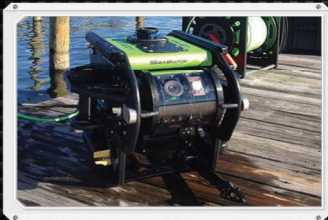
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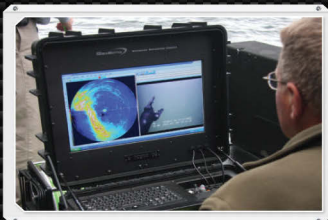
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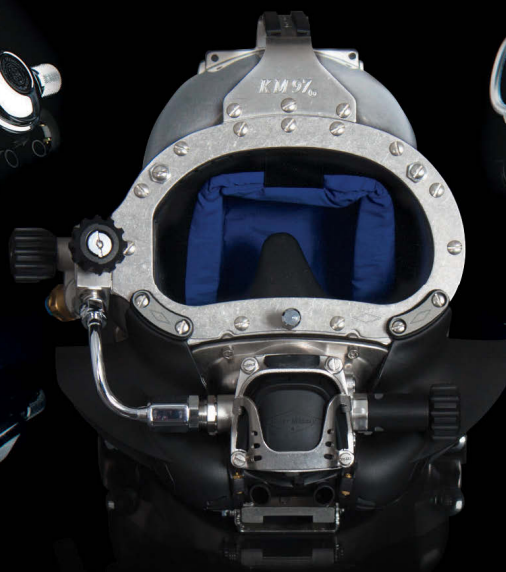
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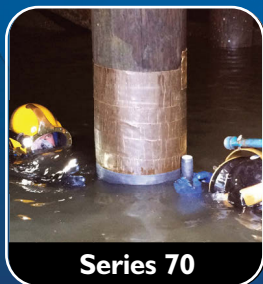
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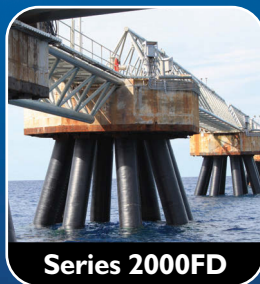
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VOLUME XXVIII, NUMBER I

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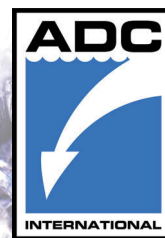


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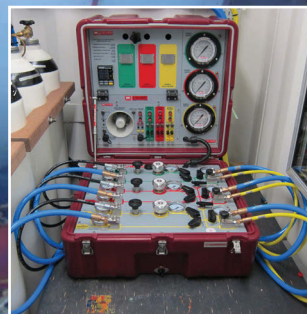
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A MESSAGE FROM THE ADCI PRESIDENT ■ CRAIG FORTENBERY



I HOPE EVERYONE WAS ABLE to enjoy the holidays. As we move ahead into the New Year, I would like to wish you all the best and remind you about the upcoming Underwater Intervention 2015, which is right around the corner.

Rebecca Roberts, the track chairs, and the Underwater Intervention planning committee have worked diligently on laying out this year's vendor floors and tracks of informative technical sessions. I am always excited to attend Underwater Intervention where I inevitably come away with new techniques, viewing new products, and gaining valuable knowledge that further benefit my company, and I encourage everyone to take advantage of this opportunity. Underwater Intervention is a great event to meet and share new projects, ideas, lessons learned, etc. with industry colleagues.


A full array of technical sessions will be offered to this year's attendees including sessions on Work Class ROVs; Commercial Diving; Manned Submersibles; Instruments and Sensors; Marine Education/Academia; Observation Class ROVs; Ocean Research and Marine Archaeology Technology; Deep Water Field Development; AUV Technology; and Advanced Underwater Engineering. For a complete detailed schedule of events, please refer to the Underwater Intervention website, www.underwaterintervention.com. Also, do not forget to follow us on Facebook, Twitter, and LinkedIn to stay up-to-date on the latest information regarding the ADCI and Underwater Intervention 2015.

Don't forget to purchase your tickets to the Underwater Intervention awards dinner to be held on Tuesday, February 10 where the ADCI will recognize the recipients for both the ADCI Scholarship Program and the ADCI Commercial Diving Hall of Fame. I

am also very excited to have the opportunity during this time to present the 2015 Underwater Intervention President's Award on behalf of the ADCI to a very deserving individual. The Keynote speaker for this year's awards dinner is Rear Admiral Kevin Cook, Commander of the Eighth Coast Guard District.

I would like to take a moment to recognize the industry leaders that have agreed to serve on the Underwater Intervention Advisory Board. They are as follows: Don Morgan, founder of International Maritime, Inc.; Bev Morgan, Co-founder of Kirby Morgan Dive Systems International; Dick Frisbie, Oceaneering International; John Hughes, Subsea Installation and Commissioning-BP. I offer my sincere gratitude and heartfelt thanks to these gentlemen for their dedication to Underwater Intervention.

Just a reminder: The Underwater Intervention offers discounted airport transportation to and from the Louis Armstrong New Orleans International Airport provided by Airport Shuttle. In order to receive the discounted price, reservations must be made through the Underwater Intervention website at least 24 hours prior to your flight arrival time.

Other ongoing activities of the association include a new ADCI-TV production that has been uploaded on to the ADCI website. The video features Dr. Brian Bourgeois highlighting areas to be conscious of when non-diving physicians fill out the ADCI Medical Examination Form. The regularly scheduled Partnership Team Meeting with the U.S. Coast Guard which was previously postponed in October 2014 will now take place sometime after Underwater Intervention. 

Dive Safe!
Craig Fortenbery

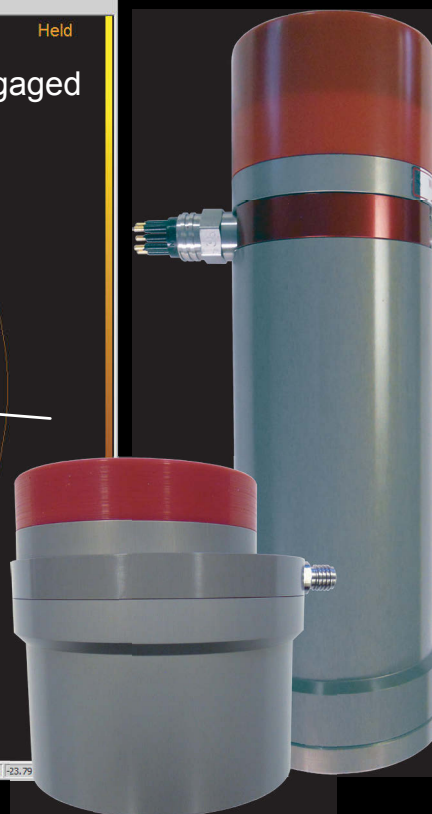
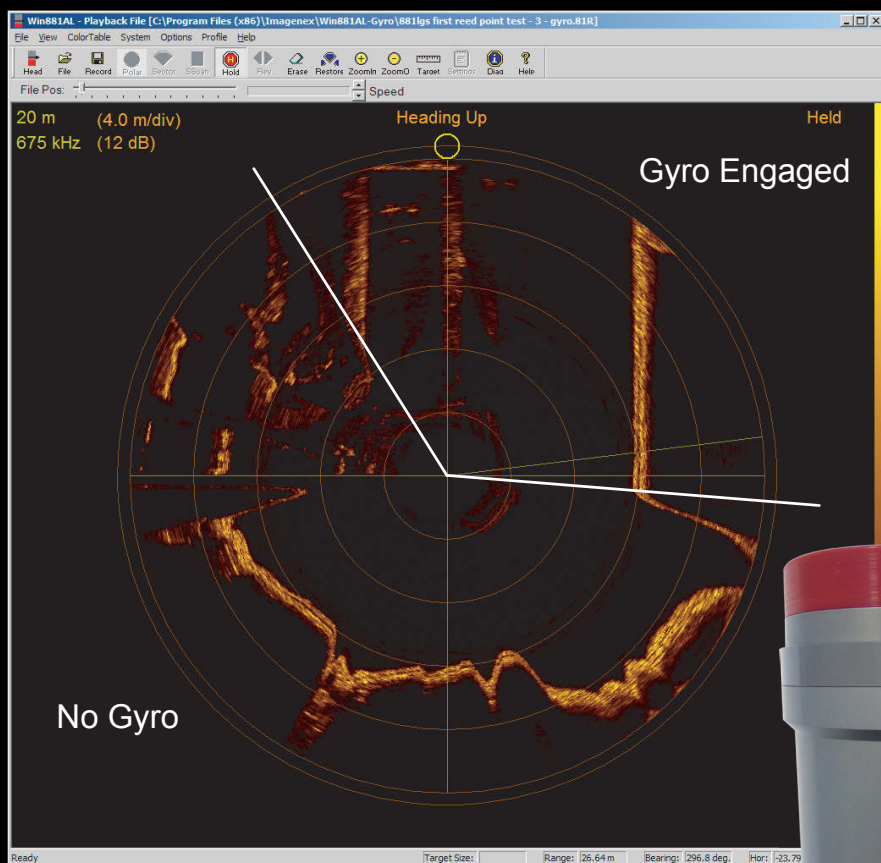
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I HOPE YOU WILL ENJOY this issue of *UnderWater* magazine which highlights ROVs, Dam Inspection, and Underwater Intervention 2015. The Awards Dinner also takes place the evening of 10 February 2015. **The ADCI will be honoring this year's Commercial Diving Hall of Fame inductees; Dr. John Bevan, Denny Swartz and Joe Vidrine.** The Hall of Fame Committee (Chaired by Mike Willis) did a great job of selecting these three individuals, each very deserving for induction. **The Awards Dinner will also honor the selection of this year's ADCI Scholarship Award recipients; Yiwen Huang (Sponsored by Triton Diving Services) and Hannah O'Bryan (Sponsored by Mainstream Commercial Divers).** As always, the Scholarship Committee (Chaired by Dori Ritter) did an outstanding job of selecting two very worthy candidates. As I mentioned in my last message, it's through your generous contributions to the ADCI Scholarship fund that we are able to make a difference in a student's ability to pursue a post High School education. The Awards Dinner will also feature Rear Admiral Kevin S. Cook (Commander, Eighth Coast Guard District) as the Keynote Speaker.

Underwater Intervention 2015 will also feature a number of notable events, such as a whole host of technical sessions for both Commercial Diving and the Underwater Unmanned Vehicle (ROV) tracks. There will also be a Lionfish Symposium, sponsored by both the ADCI and Gulf of Mexico Diving Safety Work Group (DSWG), as well as numerous other industry and committee meetings and workshops. Arguably, the most important takeaways for many contractors and vendors is the opportunity to network and engage clients. This year's show should also see the greatest attendance of Oil and Gas Operators, as well as large presence of United States Coast Guard Personnel.

I am also proud to announce that the ADCI received a letter from Headquarters United States Coast Guard. *"This letter formalizes the U.S. Coast Guard's recognition of the Association of Diving Contractors International (ADCI) and Association of Commercial Diving Educators (ACDE) commercial diver training and certification schemes and*

the American National Standards Institute (ANSI/ACDE-01-2009) standard upon which they are based. Graduates of a commercial diving school meeting the ADCI/ACDE training and certification scheme will be considered to have met or exceeded the commercial diver training and certification programs recognized by similar organizations around the world such as the International Marine Contractors Association (IMCA) and the International Oil and Gas Producers Association (OGP). This recognition is a key step to ensure parity for U.S. divers in the international and domestic commercial diving markets." The letter also goes on to state that, *"The ADCI and ADCE certification schemes clearly meet, and in some areas exceed, foreign commercial diver training and credentialing schemes."* This is a huge step forward for both Associations towards gaining the required recognition domestically, prior to gaining the desired recognition internationally. There are already multiple nations throughout Latin America, Southeast Asia, and in the Middle East that formally recognize and endorse the ADCI certification scheme and ANSI/ACDE commercial diver training and credentialing scheme.

Lastly, there are a number of ADCI initiatives that should be completed in 2015. The ADCI Nitrox Supervisor Endorsement, ADCI Five Year Strategic Plan, and the translation of the Consensus Standards for Commercial Diving and Underwater Operations in Spanish and Mandarin are just a few of a number of ADCI initiatives that should be completed in 2015. Additionally, there will be new ADCI TV episodes on *Emergency Procedures and First Aid*, *Risk Assessment Analysis*, *Diver Education*, and the *Importance of Emergency Drills* for this year. Another major development will be the Revision of the Underwater Tasks for OQSG. The ADCI and OQSG have formed a joint committee of industry subject matter experts to look at the revision of underwater tasks currently outlined in OQSG and those outlined in ASME and new tasks performed in the industry in support of pipeline repair, installation, inspection and abandonment. ■

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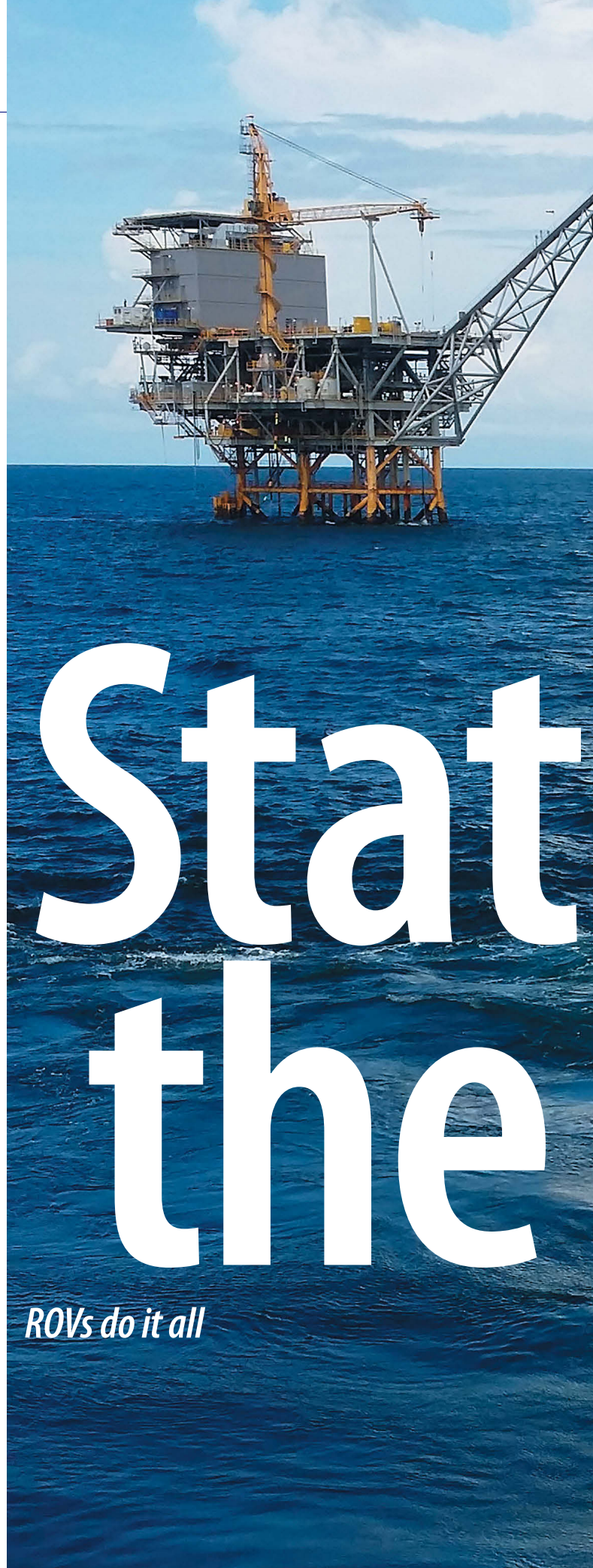
By Aaron M. Lay

THESE DAYS, WE DON'T THINK twice about how commonplace the little computers we carry around in our pockets have become. Sure, we refer to them simply as our *phones*, but making actual phone calls is just *one* of an increasingly infinite number of tasks these little marvels can accomplish at the gentle touch of the fingertip. Today, there is a generation of kids growing up who will have always had access to this technology, but for many of us, witnessing the evolution of the common cell phone has been nothing short of astounding.

By no means is cellular phone technology unique in its giant leaps in transformation. Dazzling technological advancements of all kinds have changed the way almost every job is done across countless industries. The commercial diving industry is certainly no exception here, especially when it comes to ROVs. The ROVs in use today are a far cry from their humble ancestors of the mid 1970s, which were unwieldy and very unreliable submersibles meant for the express purpose of inspection. "When we would go out in the mid-70s and test these things, if we got one to work for just two hours before we had to get it out of the water and do maintenance on it, we were *really* happy. Hell, if we just got it back *on deck* we were happy," remembers Drew Michel over a hearty chuckle. Michel was Chair for the Marine Technologies Society's ROV Committee for 21 years and has seen literally the entire evolution of ROVs first hand. Michel has no shortage of tales from the early days of ROV development. He adds, "I remember the first two [ROVs] that I ever took offshore into the oil fields, I lost both of them the first weekend. The tether broke on one of them, and it got away, and the other one got chewed up by the prop of the boat. Those are just the kinds of days we had back then."

Before the use of ROVs in the offshore oil fields, items under water needing maintenance sometimes had to be dismantled and pulled out if divers were unable to gain access for any number of reasons. Even the relatively crude ROV technologies of the late 1970s and early 1980s mitigated this significantly, but certainly not at first. Michel remembers, "When we first started back in the mid-70s, we were trying to put these things in the water to literally replace divers or to go *deeper* than divers could go at that time. The problem we had then wasn't that we couldn't do what we wanted to do necessarily. The problem was that the *reliability* of these things was just so bad that nobody trusted them [ROVs]. At that time, *no one* would design a project around using ROVs simply because they broke down all the time or got lost or destroyed or all of the above. Everything in the world went wrong with them, you name it."

As with any budding innovation, trial and error is all part of the process of improvement and development. The unreliability and failures of early ROVs ultimately led to better equipment and gave way to the ROVs now utilized around the world for a number of different tasks. And it was this new innovation that changed the commercial diving industry forever. Better ROVs became the impetus for major oil companies to begin pushing out into deeper waters. "What's really incredible about the story and history of ROVs is their impact on the oil and gas industry. When we started doing more and



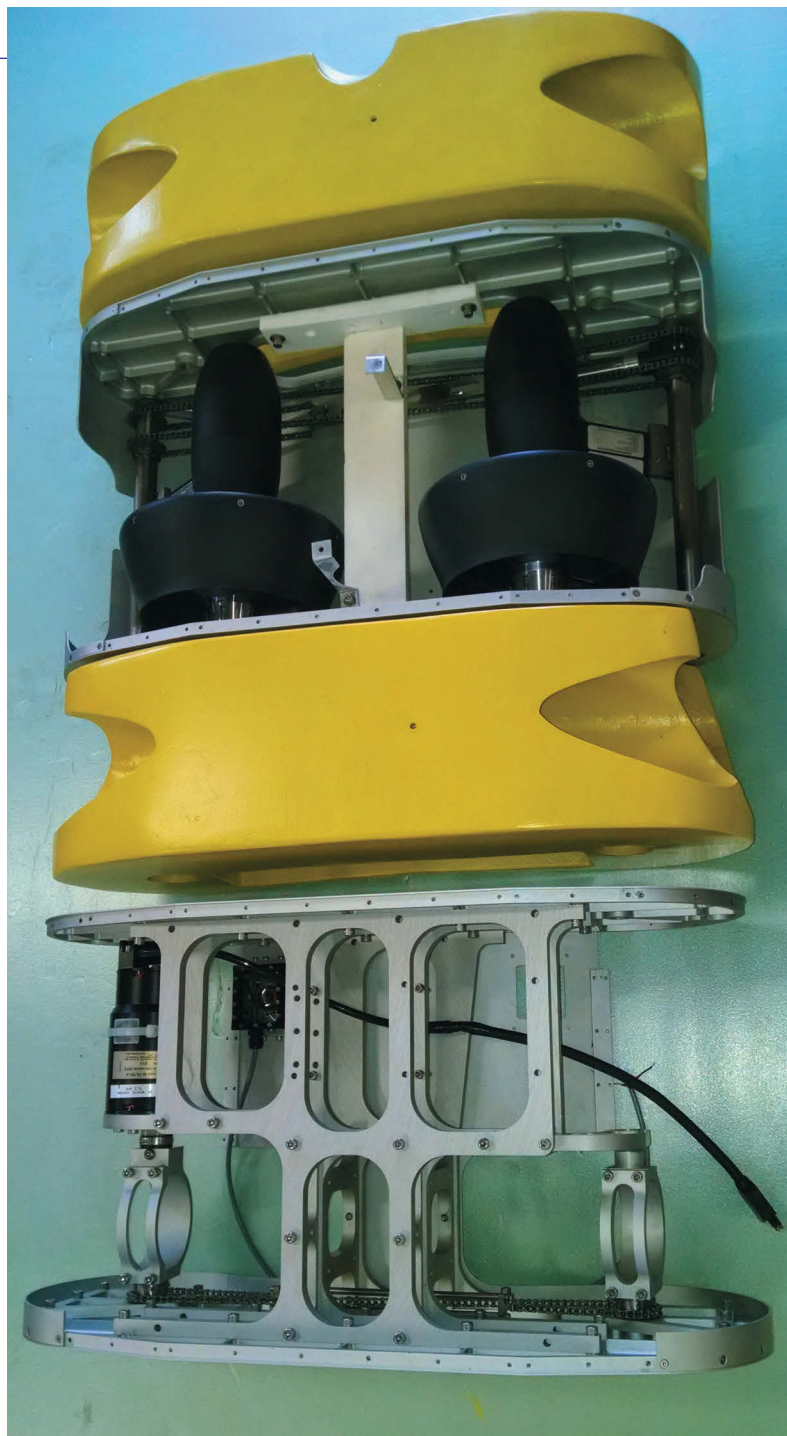
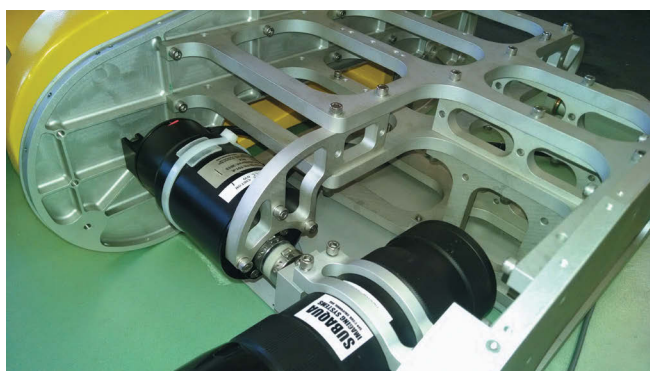
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more things with ROVs and could actually show their capabilities, the oil industry started realizing that they could begin working in deeper water. To me that's the greatest phenomenon - that we've developed the reliability and capability of ROVs to the point where now, if [a major oil company] is designing \$1 billion project offshore, they design the infrastructures and subsea portions of that project strictly around ROV capabilities."

But of course, this was not always the case. There are still countless structures inland and offshore that were built well before the advent and widespread use of ROVs, and for the most part, maintenance must be done by a diver in the water. "On older equipment, divers are typically used because they can be more flexible in terms of

completing the task," explains Chuck Richards. Richards took the reigns from Michel as current Chair of the Marine Technologies Society's ROV Committee and is also President of C.A. Richards & Associates, Inc. based in Houston, Texas. Richards adds that although there are occasions that an ROV supplants a diver (and vice versa), the relationship is still fairly symbiotic. "At times, an ROV has limited dexterity on its manipulators, and it's got limited tools that it can use, whereas a diver can be pretty dexterous. If something changes while he's working underwater, the diver can usually adapt. With an ROV, that is harder to do. There are standards established by API (American Petroleum Institute) for ROV interfaces on subsea equipment, and some of the older equipment that's out there like



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I have said for years that ROVs were a solution looking for a problem. It's just a matter of money. Anything that we want to do remotely, we can do...as long as somebody is going to pay for it. – Drew Michel

older platforms and wellheads just don't have that standard. When divers are called out to do the work, it is usually because an ROV can't accomplish the task, or it's more economical to go with the diver. 90% of what an ROV does underwater while it's working is just observation. If they see something awry, then they can send the work class ROV over to possibly intervene. And a lot of times, it just makes more sense to have a work class ROV ready in case intervention is required. Work class ROVs have at least two manipulators, multiple cameras and generally at least one sonar. They also have the ability to attach a skid on the bottom to perform some tasks, whether it's a hot stab on a hydraulic pump or to cut something or any variation of tasks."

Richards admits that another reason that work class ROVs are the standard in the offshore sector is simply a matter of size. "The small observation class ROVs are just not used offshore. They're too

shallow-rated and are hardly used. They don't have the power to work in high currents, and they're dragging this long umbilical around, so work class ROVs and observation class ROVs for offshore have to have enough power to be able to work and maneuver and get the ROV where it needs to go in currents and deepwater."

Although ROVs are used offshore commonly for a huge number of tasks, it is certainly not uncommon to find them being implemented in the inland sector. With the seemingly infinite kinds of jobs in inland waterways all over the world, ROVs' presence inland is more prevalent now than ever. Michel states that it was in the early days of ROV innovation, after the oil companies began going deeper with the help of ROVs, that other parties began to realize the benefit of their use inland as well. "When the ROVs became more reliable, we started showing [oil companies] that ROVs could mitigate some of the risk and cost in some of the shallower water work also. Now there are places in the world, Australia being one and Alaska being another, where there are some projects going on that are in just 100 to 200 feet of water, and instead of using divers, they're using ROVs."

Oftentimes in the inland sector, it is because of sheer necessity that an ROV must be used instead of a diver. This is especially true when there is a need to inspect or service certain pieces of infrastructure that are extremely hard to access. The need to access these hard to reach inland spots is driving some of the most cutting edge breakthroughs in ROV technology today. And one such hard to reach spot is deep inside the Delaware Aqueduct. At 85 miles long, this aqueduct is the world's longest underground tunnel (See July/August 2012

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issue of *UnderWater*). It starts high in the Catskill Mountains and provides New York City with approximately 800 million gallons of water a day - about half the city's total daily water supply. However, this crucial piece of infrastructure has been leaking for decades, and the New York Department of Environmental Protection (NYDEP) has been addressing the problem for some time.

In order to get a closer look at what's happening inside the aqueduct, the NYDEP enlisted the services of SeaView Systems, based in Dexter, Michigan. SeaView specializes in the development and application of some of the most state of the art, custom marine technology products in use today. And the ROV that SeaView has created to inspect the Delaware Aqueduct is certainly out of the ordinary. Matthew Cook, President and CEO of SeaView Systems, explains the inception of this project and some of the challenges that this particular job presented to him and his team, "Back in 2008, we submitted an unsolicited proposal...to build a vehicle that can go through a valve that's about 15,000 feet away from the suspected area of the leak. In order to get through the valve, we knew this vehicle had to be articulated to be made up of multiple segments because the valve is shaped like a bowling pin. It's sort of like a very fat needle valve, if you will, but it's actually a blowoff valve. It's around about 38 inches in diameter and made out of bronze, and it was built in the 30s and 40s. So, if you can imagine that this big bronze bowling pin is sitting in an enclosure, and when the valve is open, there's only an 11-inch gap between that big bowling pin and

the outside concrete valve that it's sitting in. The vehicle has to be able to go around the curves of that valve, so imagine that it has to be able to curve around that in two planes." Cook adds, "It's such an awkward space to access, they haven't had a vehicle that's been able to get to it in the past."

Gaining access through this valve, which is about as isolated and cumbersome as it gets in an inland setting, clearly posed a huge challenge to Cook and his crew. He describes the special characteristics of their final product meant to accomplish this daunting task, the *Chiton* - named after a small marine mollusk with overlapping plates that allow it to flex over or around uneven surfaces. "We have built a vehicle that is made out of a total of nine segments. Some segments are for buoyancy, and some are for electronics, and it's all tied together with ligaments, and in the air it's kind of sloppy looking. This is just to get it through the valve, but once it gets in the water, we use water driven hydraulics to draw all those ligaments tight to make a vehicle rigid."

Cook discusses the impetus for using water hydraulics. "We can't use regular hydraulics because we're not allowed to use oil. This is all drinking water that we're working in, so if there's any other alternative, we've got to use that alternative. So we just decided to use water hydraulics to pull it all together with high tensile rope ligaments. It works quite nicely."

Since the *Chiton's* mission is one of enhanced inspection so to speak, SeaView had to make sure that its vehicle delivered more than just high-resolution video. "The goal is to do two things, and one is to record really good quality HD video. So, we need the vehicle to fly very stable and at the right position within the tunnel because we will do multiple passes and ultimately stitch all the video together. Also, when we find the leak and inspect it, if they decide that they want to do remedial work, they will probably want to go in and pump grout to stabilize the tunnel. To do this, they need to know where the tunnel is in space. And right now, they don't really know that clearly because the tunnel was built so long ago, and the drawings are all very old. So we are sort of geo-positioning the whole tunnel."

Cook freely admits that a project like this would not have been possible without the help of other key players in the industry doing the same kind of cutting edge work. "We are doing all of the payload control on the vehicle, but we are using another company who is a bit like us. They are more software oriented, however. They are called Greensea Systems out of Richmond, Vermont. They are doing all the control software for our vehicle. It's a really sophisticated system, and it's all fly by wire and dynamically positioned using fiber octave gyro for all the control systems. We do have an umbilical to it, and we've got constant communications. I think we've done great work with the mechanical side of things, but it's Greensea's control code that is an absolute essential part of it. They're a very cutting edge company. I think what we're doing is pretty close to state-of-the-art with this type of thing." SeaView will be doing trials in March 2015, but when they get to actually perform the penetration remains to be seen.

As smart and motivated people in the workforce continue to harness technology to find better ways to work and solve problems, we will continue to see the tools we use become more efficient and innovative. It is remarkable to imagine that 30 years from now, SeaView System's *Chiton* ROV may seem antiquated to us...just as the ROVs of the mid 1970s and cell phones of yesteryear.



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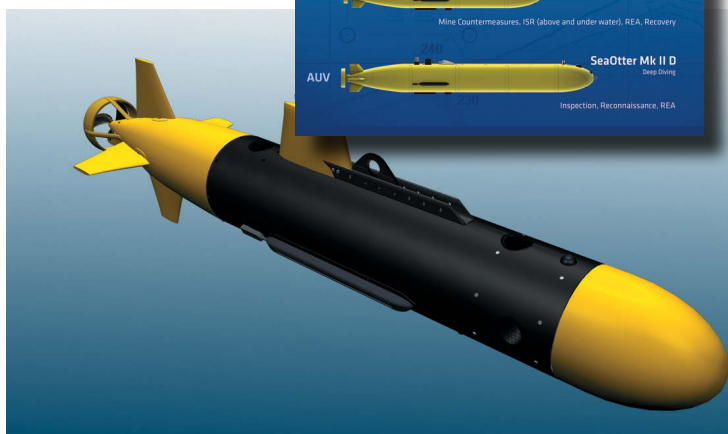


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2015 ROV / AUV

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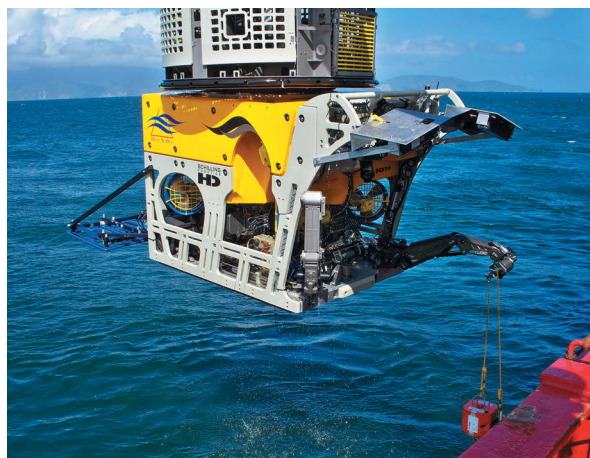


Boeing's Echo Ranger at sunset.

FMC TECHNOLOGIES SCHILLING ROBOTICS



HD ROV operated by Tidewater Subsea off the coast of Trinidad.



Onboard VOS Sympathy performing pipe tracking and installation in Venezuela/Trinidad.



Onboard EMAS Ambassador performing UWILD/Well monitoring in the Gulf of Mexico.



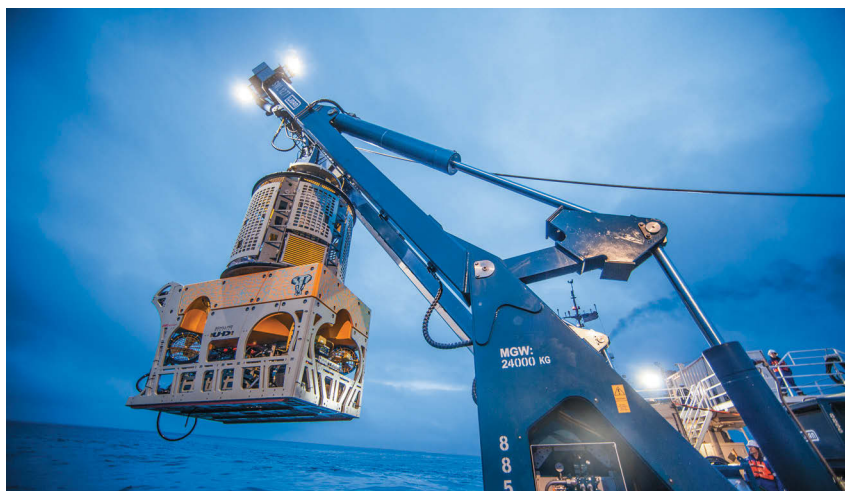
New UHD-III recovery during sea trials.



New SMIT HD ROV deploying.



HD ROV ready to be deployed offshore Norway.

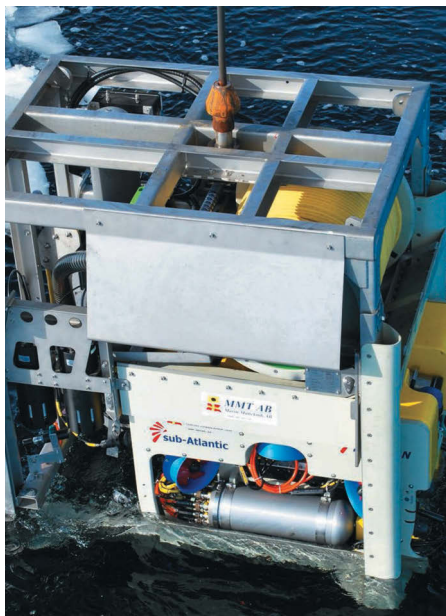


New UHD-III sea trials off coast of California.



Tidewater Subsea ROV supports deepwater operations.

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GMGS ROV

Named "Sea Lion," the ROV is an ISE HYSUB 130HP. Sea Lion was the first ROV for Guangzhou Marine Geology Survey (GMGS), a division of China's Ministry of Land and Resources. It has a depth rating of 4,000 meters, suitable for reaching the depths required for the mineral exploration the vehicle is designed to perform.

MBARI's Ventura

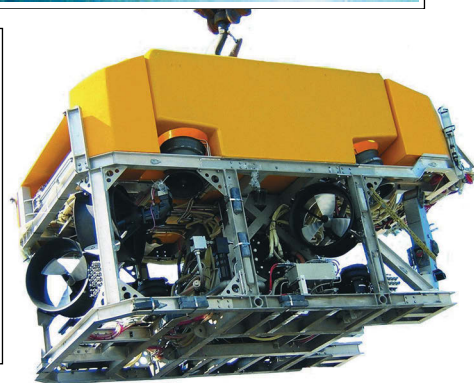
The HYSUB 40 has been used primarily for drilling support and oceanographic research. Typical tasks include visual inspection, cleaning sand and mud cuttings build-up, debris clearance, sediment coring, rock coring, biological specimen collection, subsea network placement, geological sample collection, in-situ clathrate experiments, jetting and brushing operations, wall thickness measurements in flow line and valves, cp measurement, anode installation, transponder change out, jetting and brushing operations, guideline change out, bolt torsioning, cable cutting, testing or electro-hydraulic pod functions, guidepost replacement, ax/vx ring replacement 2133 m (7000 feet), intervention developments.



CSSF ROPOS

The HYSUB 5000 is the deepest diving ROV ISE has built. So far, three systems have been delivered. They are based on the HYSUB 40 with components modified for operation to 5000m (16,400ft). The vehicle is deployed in a cage. The steel armoured umbilical contains single mode optical fibres for all video, sonar, instrumentation and data signals.

A version of the HYSUB 5000 vehicle/cage system, ROPOS, has been used primarily for oceanographic research. This vehicle has different configurations, depending on the task being performed. In deep water operations, the 30 HP vehicle can dive to 5000 meter depths. At depth, the vehicle operates independent of the 10 HP cage up to 300 meters of flying tether. In shallow water mode, the vehicle operates as a 40 HP vehicle, independent of the cage, down to depths of 350 meters.



SNK's 150HP HYSUB ROV during sea trials.



SNK ROV Console.



SNK ROV trials and training off ISE's research vessel.



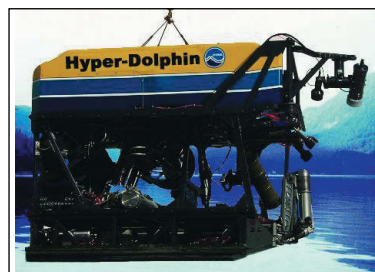
ISE's AUVs in the shop.



The GMGS ROV a 4000 meter depth vehicle, during sea trial Feb 09, Indian Arm, BC using the ISE MV Researcher.



FugroChance Inc.'s ROV, a 5000 Meter Depth vehicle.



Jamstec Hyper Dolphin

Structure: 6061-T6 aluminum with 316 stainless steel fixtures
 Flotation: Syntactic foam
 Depth capability: 5,000 meters
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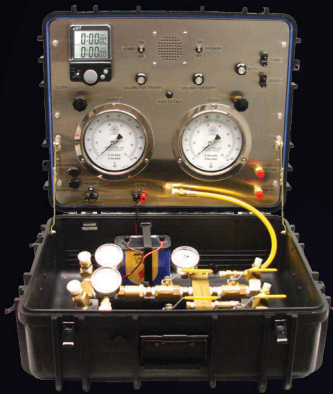
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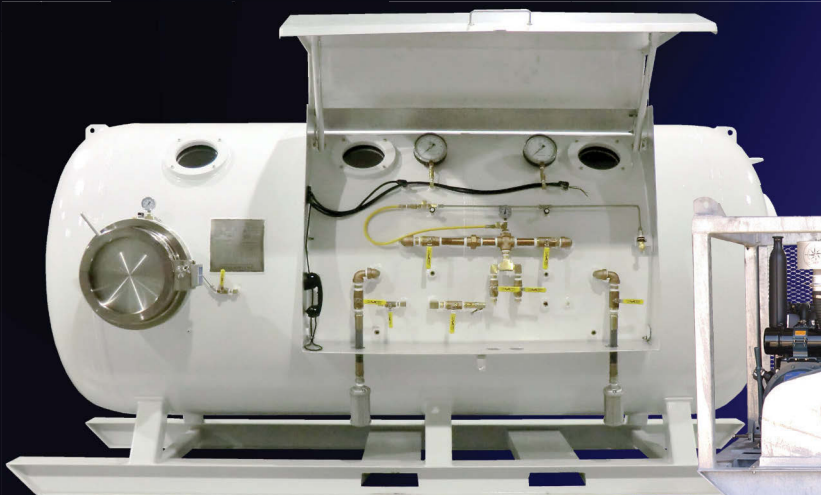
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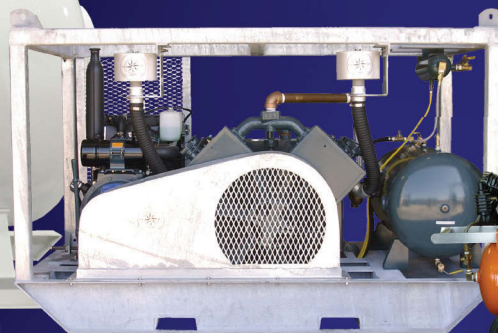
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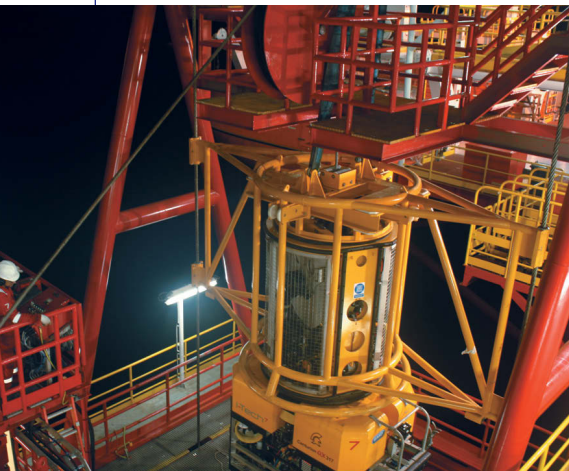


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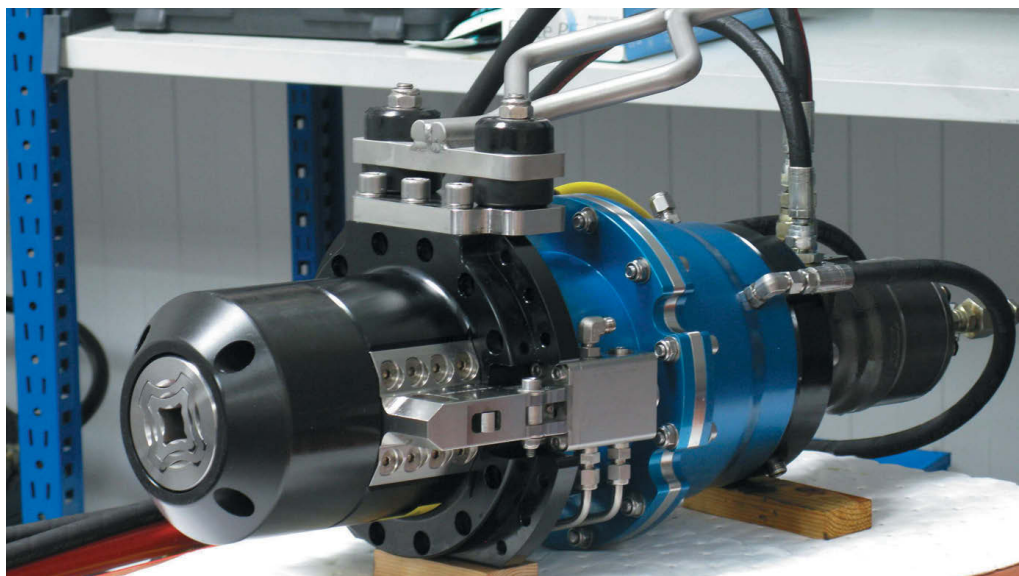


i-TECH

A Division of Subsea 7



Centurion QX installed onboard a new build semisubmersible rig with a two guide wire heavy weather launch system.



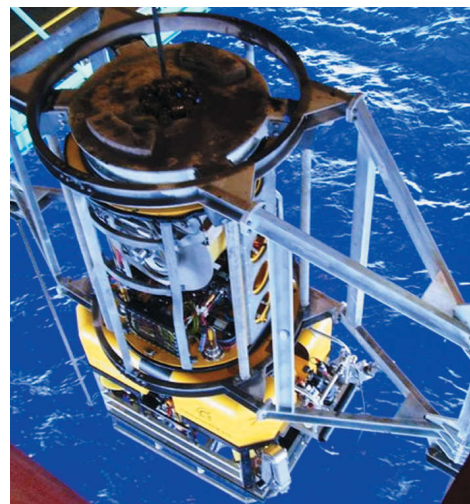
New Torque Tool Class 1-4 developed in-house by i-Tech's engineers is tested in our test tank facility in Aberdeen, UK. The Torque Tool can be either manipulator or skid deployed.



The Centurion SP undergoes final testing prior to its first deployments in 2014.



i-Tech's Centurion QX system launched with a telescopic A-frame from client supplied vessel.



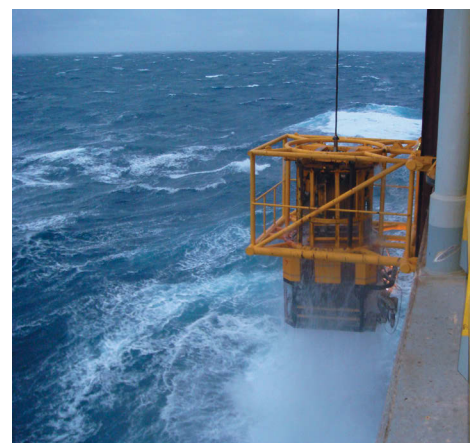
Centurion QX deployed through moonpool with a two guide wire heavy weather launch system on new build semisubmersible rig.



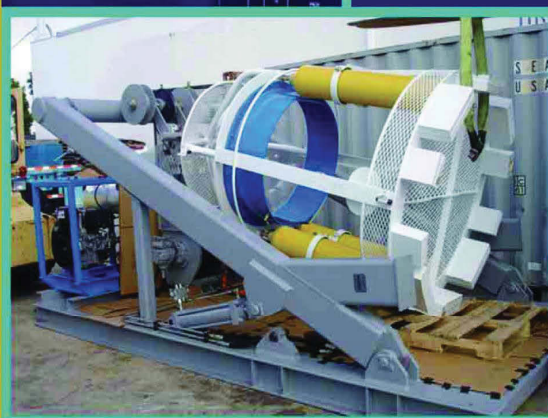
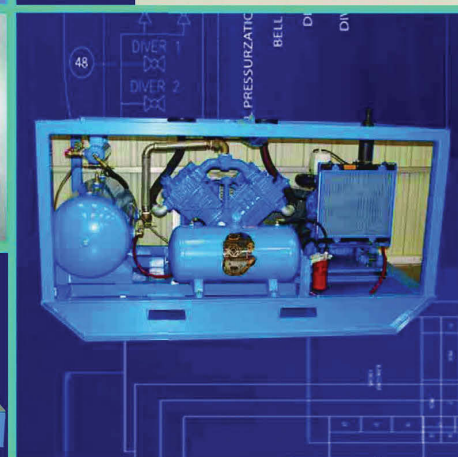
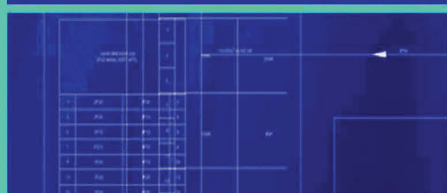
The Quantum heavy work-class ROV has been designed to cope with undertaking power-intensive tasks in ultra-deepwater and high current conditions with ease.



Simulation control system used for training offshore personnel in driving ROVs or simulating a future project in order to plan and prepare for the work.



i-Tech Hercules deployed with the guide rail heavy weather launch system over the side of a drillship.



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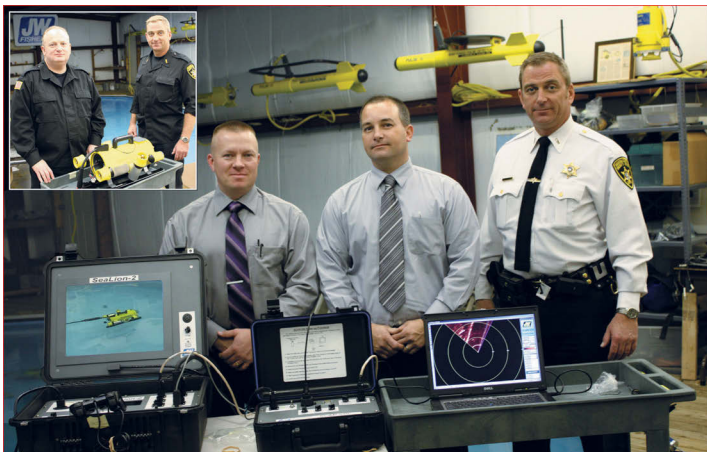
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JW FISHERS



Members of the Saratoga Sheriffs Dept with ROV consoles, inset - Col Emery & Lt. Siebert.



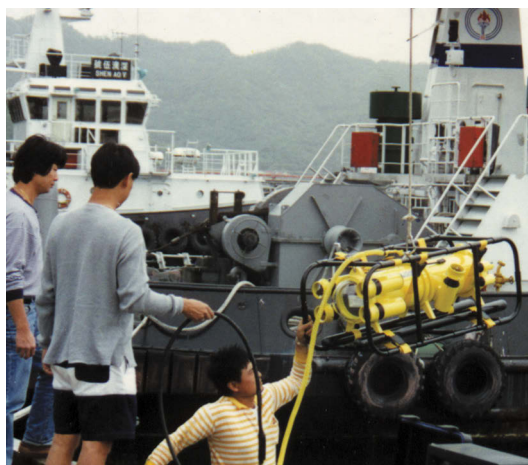
Fairhaven, MA Harbormaster (L) and Shellfish Warden with their Fishers SeaLion-2.



Technician with Norway's Jotun Co and SeaLion-2.



Swiss International Diving Service prepare to launch SeaOtter ROV from Zodiac.



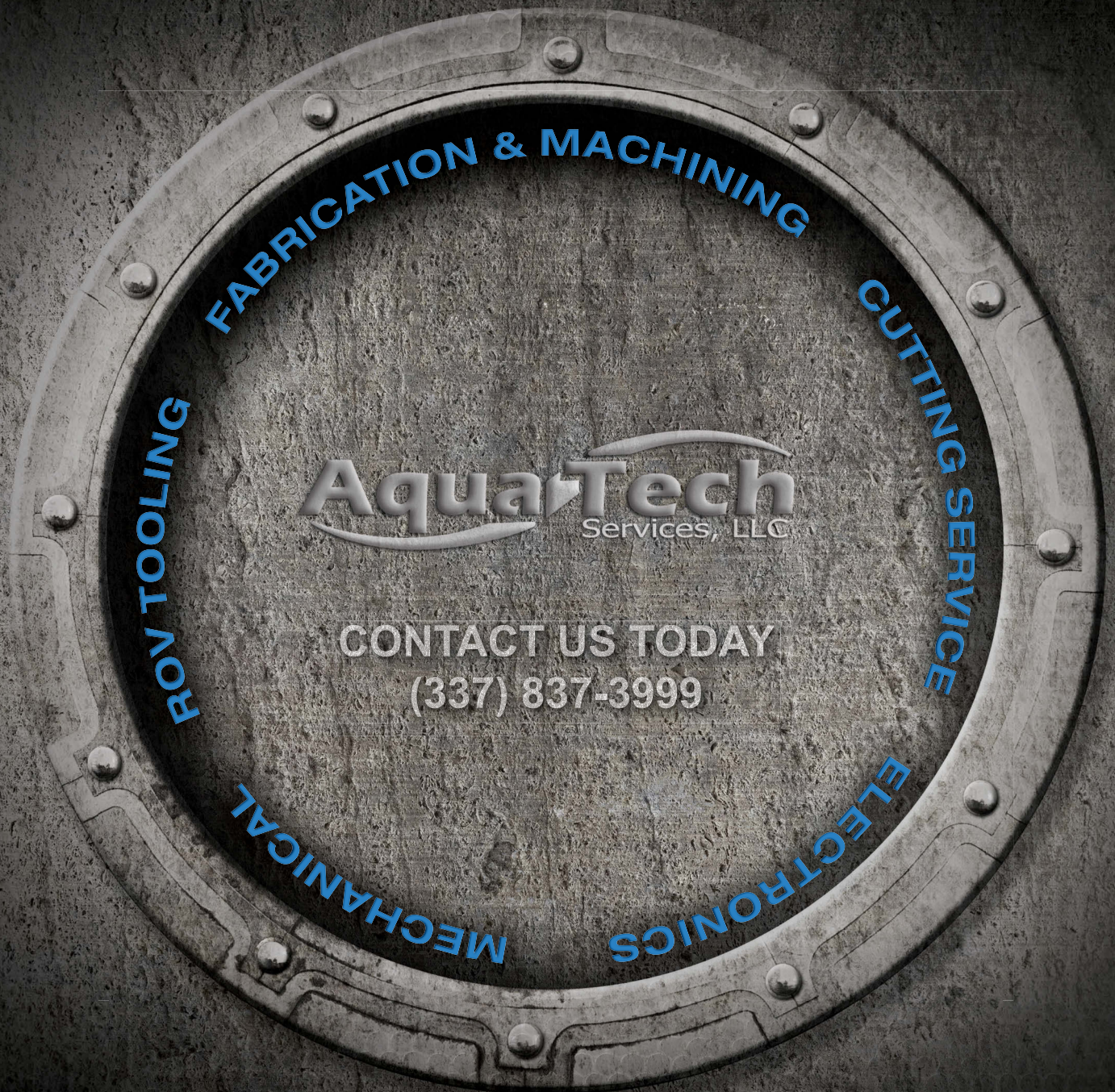
Yung Shin Marine Construction in Korea preparing to deploy their SeaLion ROV.



HT Marine deploying their SeaLion-2.



GDC Dive Center Preparing the SeaOtter-2.



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Hugin 4500 AUV



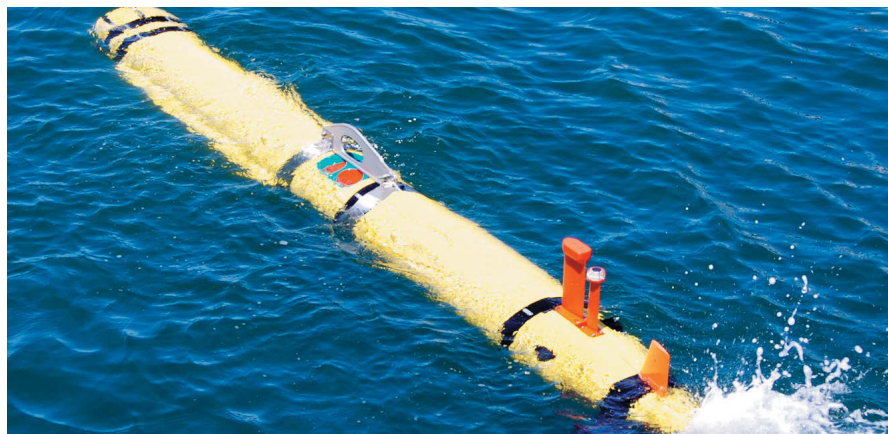
The HUGIN 4500 is today operating as Surveyor III for C&C Technologies, based in Lafayette USA. The vehicle is depth rated to 4500 meter.

HUGIN 4500 AUV ready for launch.



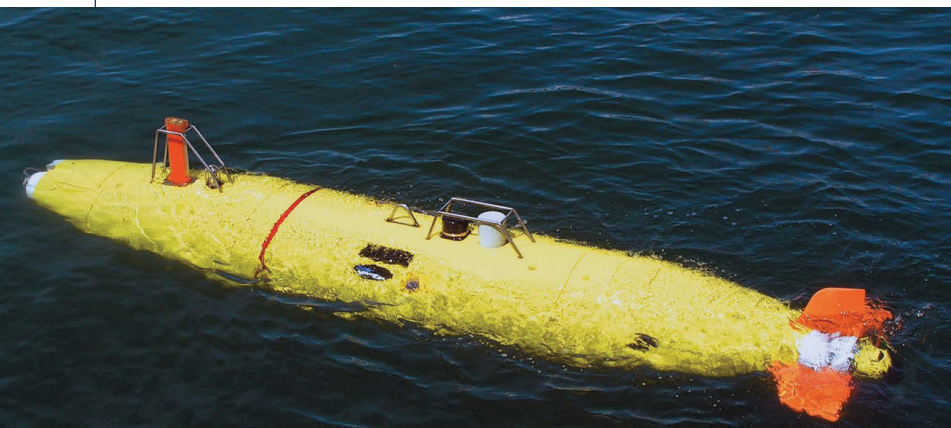
Remus 600 deployment

REMUS 600 AUV



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REMUS 6000 AUV



REMUS 6000 AUV in its launch and recovery system.



Deep-water workhorse AUV for operations in up to 6000 metres of water.

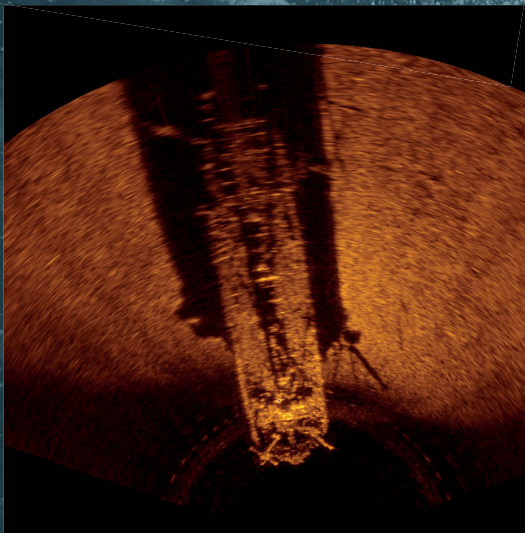
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Images courtesy of SeaBoxix Inc.



M3 Sonar image of the HMS Breadalbane at 40m.



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Image courtesy of Fulgro Subsea Services Ltd

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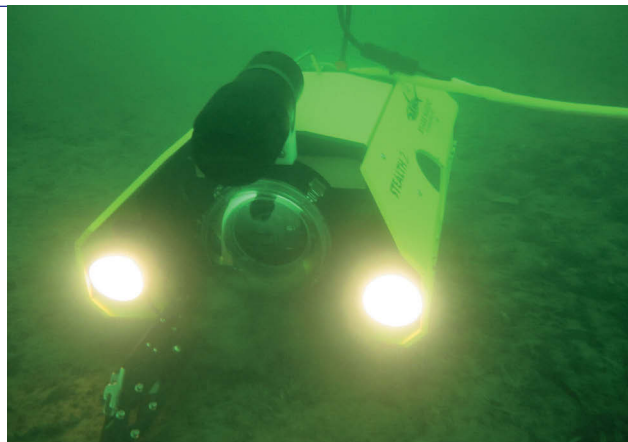
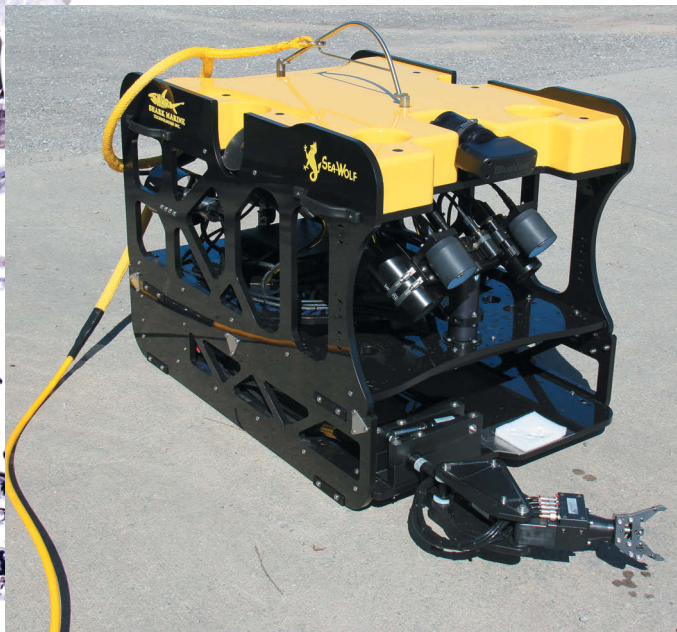
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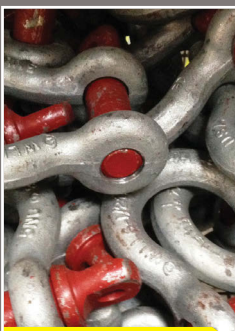
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Quantum Workclass ROV

Quantum (MkIII) is the newest version of SMD's successful heavy construction ROV. Utilising the latest "multi-platform" Curvetech components, the vehicle offers class leading in current performance, tool and instrument space and access for maintenance. Designed to cope with power intensive deepwater tasks, Quantum is the ultimate subsea construction and survey tool.

FEATURES

- **200HP & 230HP Power Pack Options**
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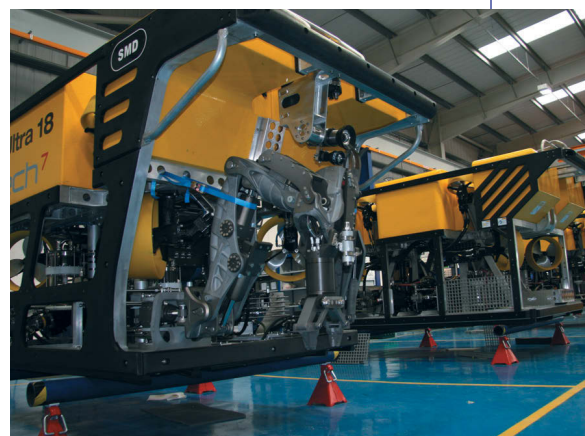
FEATURES

- Latest Curvetech ROV building blocks used throughout
- **125HP & 150HP Power Pack Options**
- Up to 800kg Bollard Pull
- Optional 78LPM Tooling Hydraulics
- 250kg Payload
- **SMD DVECSII Digital Telemetry**
- **HDTV & Gigabyte capability**
- SMD AutoROV advanced control modes;
- **Option for DriROV built-in ROV simulator**

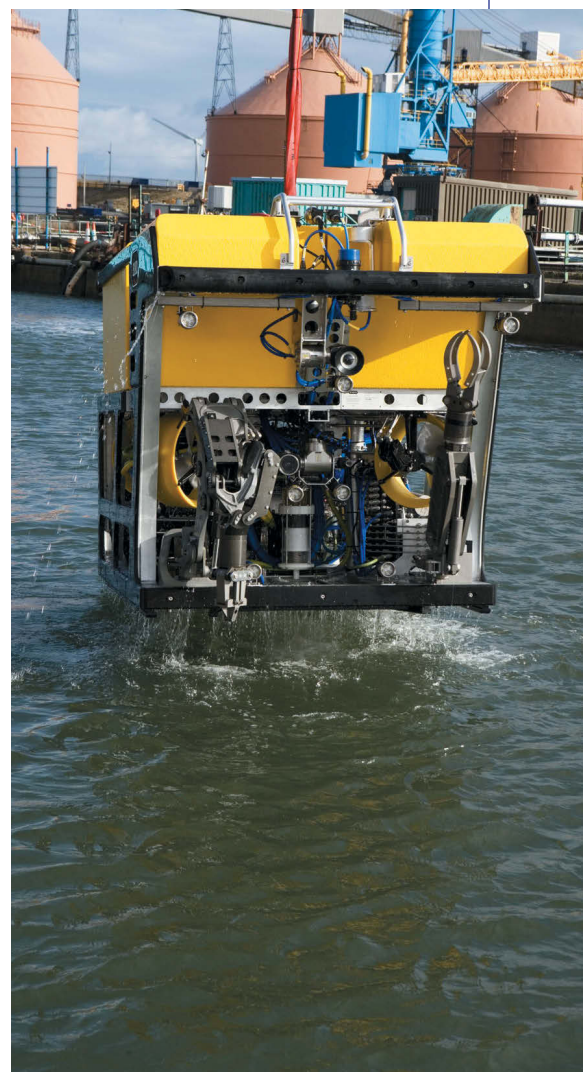


Q-TRENCHER 600

The Q-Trencher 600 ROV provides high power trenching capability for the burial of cables, umbilical and small diameter pipes up to 3m deep. The ROV uses variable high flow jetting to optimize the trenching to suit the conditions. It can also deploy a rear eductor to enhance burial of large diameter product. Using a forward jet tool it can maneuver to bury tight loops. Its high thrust enables rapid post lay survey. It can also be fitted with a suite of tools for maintenance operations. SMD offer a turnkey, integrated solution including SMD designed high sea state LARS and umbilical system.



SMD's ROV Centre of Excellence site showing Quantum and QX Ultras.



QX Ultra - SMD's latest evolution of drill support WROV.

- SMD DVECS2 State of the art SCADA control system
- Class leading payload and space for tools/instruments
- The latest Curvetech components throughout
- Ultra rigid, ultra light space frame chassis

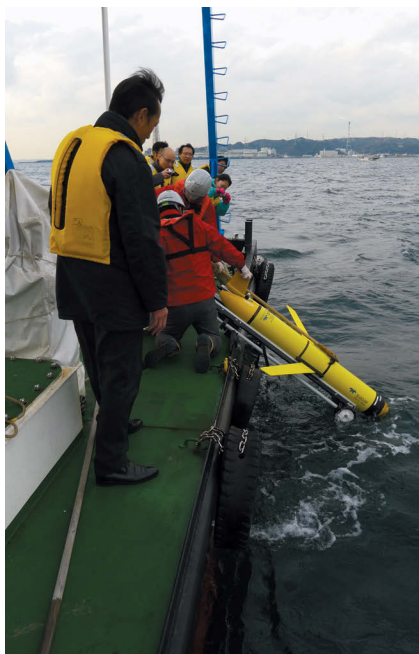
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The **Teledyne Marine Systems** group includes Teledyne Benthos, Teledyne Webb Research, and Teledyne Gavia, all with rich histories in the marine industry. The oceanographic equipment we design and develop allows researchers, commercial companies, and the military to gain valuable information from the world's oceans.

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Teledyne Webb Research Slocum glider (owned by British Antarctic Survey) off of Rothera Research station, with Adelaide Island in the background.



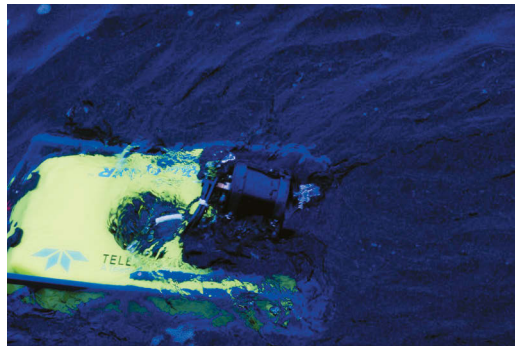
Teledyne Webb Research Slocum glider Nemesis recovery by technicians from Toyo during demonstrations in Toyko bay.



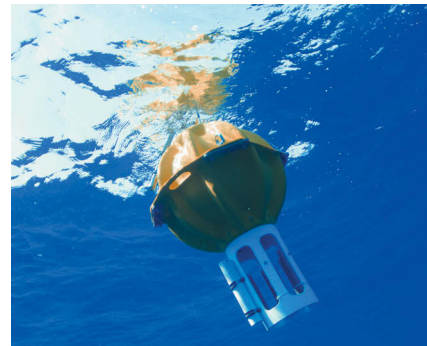
Teledyne Webb Research Slocum glider with Rockland Scientific Microrider.



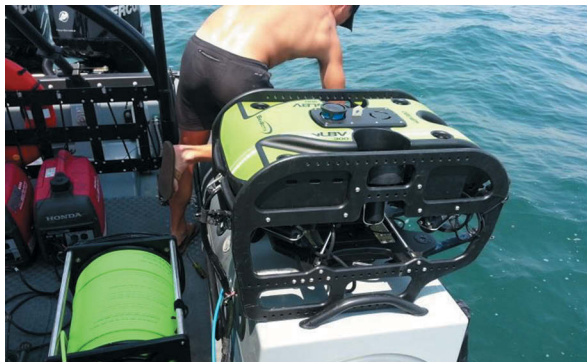
Teledyne Benthos MiniROVER on recovery mission with US Coast Guard off Cape Cod.



Teledyne Benthos MiniROVER with Teledyne BlueView sonar.



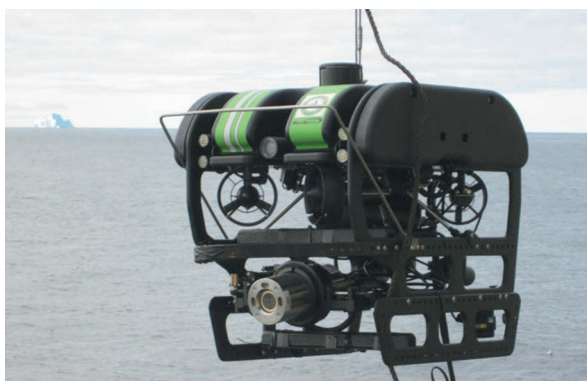
Teledyne Webb Research APEX Deep 6000m rated profiling float on trials in Hawaii.



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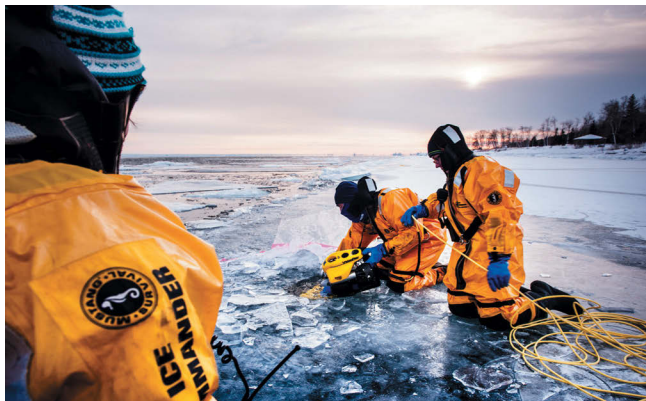
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VIDEO RAY

An intern with the *Rozalia Project for a Clean Ocean* launches a VideoRay Pro 4 ROV from the S/V *American Promise* to help promote kelp forest conservation in northeastern United States. Photo: Rachael Miller, Founder Rozalia Project for a Clean Ocean



St. Louis County Search and Rescue squad deploy a VideoRay Pro 4 ROV under the ice off Lake Superior's Brighton Beach in Duluth, MN in search of a drowning victim. Photo: Alex Messenger Photography / Tom Crossmon, Dave Phillips



A VideoRay Pro 4 ROV coated in oil after surveying a leak on the Costa Concordia cruise ship salvage project in Giglio, Italy – the ROV is one of seven VideoRays used on the 2 plus yearlong salvage effort by Titan Salvage and iROV Underwater Services. Photo: Craig Thorngren, Titan Salvage ROV Manager



A VideoRay Pro 4 deployed for a port security inspection in Izmir, Turkey by members of the Turkish Ministry of the Interior. Photo: Steve Van Meter



A VideoRay Pro 3 GTO better known as W.A.L.I.S. (Washington Aquatic Lands Investigative Submarine) sitting atop a pile of derelict crab fishing gear. Using a combination of live boating, BlueView sonar and the VideoRay recovery tool, WALIS removed all 25 of these pots in a two day period from the aquatic reserve surrounding Cypress Island in the San Juan's Island (WA). Photo: Chris Robertson, Washington Department of Natural Resources

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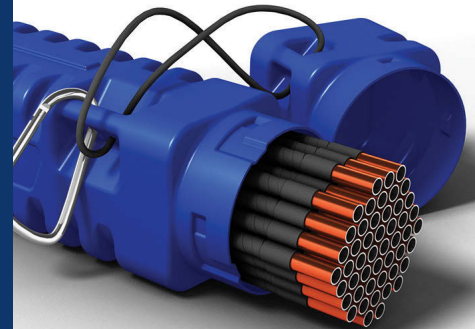


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The **Seaeye Cougar-XT Compact** is the shallow water compact version of the field proven and extremely powerful Cougar-XT. Proven worldwide and recognised for its capability, operators now have the ability to undertake a range of demanding observation and light work tasks at much lower operating costs. Saab Seaeeye recognised the need for a high performance ROV in the renewable energy markets, for shallow water cable laying and inspection tasks, where strong tidal currents are experienced.



The **Seaeeye Leopard** is designed to offer operators an exceptionally powerful electric work class ROV in a compact chassis. Developed from the highly successful Panther XT-Plus, the Seaeeye Leopard produces an impressive half tonne of forward thrust, with fifty percent more payload, three times the tooling power and double the depth rating, whilst maintaining the same deck footprint.

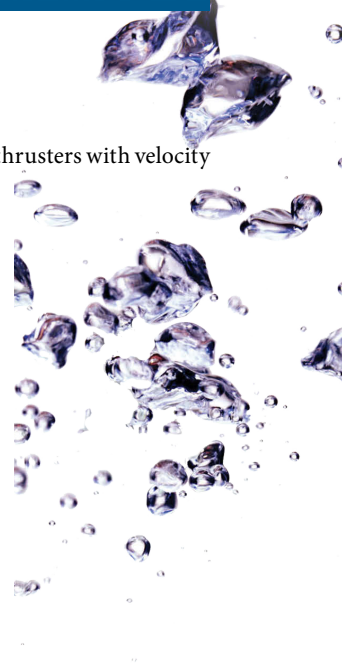
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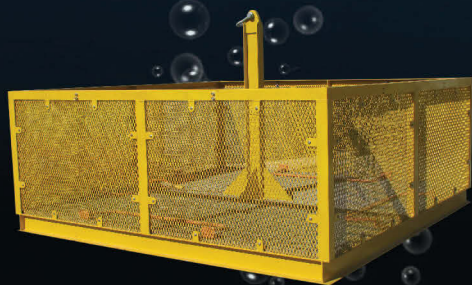
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Intake Dam inspection in Massena NY using the Deep Trekker DTG2 Mini Remotely Operated Vehicle (ROV)

WHEN A BUTTERFLY VALVE NEEDED to be replaced in a tunnel at a Massena, New York dam, the capable Brett Fergerson (Ferg) and his team at East Coast Diving and Marine Services were hired to determine how to best approach the situation. Ferg quickly turned to his Deep Trekker DTG2 Remotely Operated Vehicle (ROV) to tackle the inspection.

The overall project was to replace a butterfly valve in the tunnel. In order to do so, the main grate covering the tunnel had to be removed for the first time since the dam was built, nearly 50 years ago. The opening would then be covered by a steel disc (blinde flange) that would serve as a seal, so that the tunnel could be drained

and the repair made. The plan was to use the main bolts that had held the grate in place over the opening to hold the sealing disk. There was concern over the condition of the bolts and if enough material remained to hold the seal.

The placement of the sealing disk was to be done using a crane and two commercial divers using hard hats and surface supply air. This endeavour would be costly and not without significant risk. It was imperative to determine that the sealing disk would remain secured by the bolts before hiring the crane, divers, and undertaking the placement of the steel disk.

The Deep Trekker DTG2 Smart Remotely Operated Vehicle was selected for the task

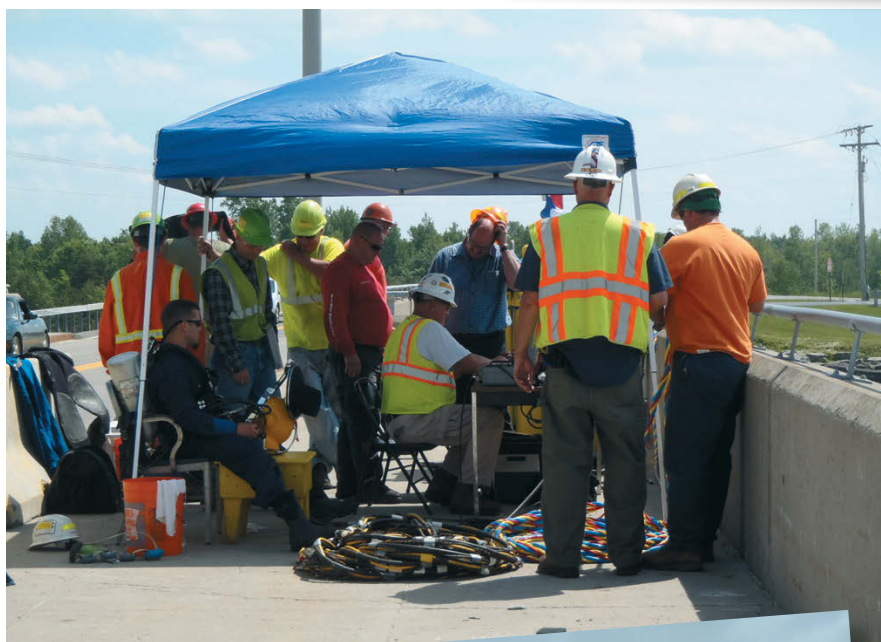
of inspecting the main gate bolts. After a quick inspection by the ROV, the team could decide then if they could move on to the next step or reevaluate their plans if the bolts weren't intact. The use of an ROV instead of a diver for the preliminary inspection of the dam reduced costs and the overall project time significantly.

After splashing down two Deep Trekker DTG2 mini ROVs, Ferg and his crew were able to easily locate the intake and begin the inspection. The team began with an overall survey and count of the bolts that had held the gate. The team used the ROVs to meticulously inspect each bolt, close up and in great detail. While several bolts had sheared off, most were found to be intact and in good shape.




Each engineer in attendance was easily able to inspect the bolts on the superbright screen controller, and several chose to use the Digital Video Glasses attached to the controller for an immersive view. Because of the extreme maneuverability of the ROV and the 270 degree camera sweep, views of each bolt from any angle, including above and below were easily made.

After the assessment was made, and all documentation recorded onto an SD card, the team decided the bolts were in proper condition to continue with the project plan.



At this point the DTG2 ROVs were once again deployed to confirm that there was no water being drawn into the intake so a surface-supplied diver could be deployed safely to clean and prepare the bolts. The DTG2 ROVs remained in the water, and were used for diver monitoring and safety.

The use of the Deep Trekker DTG2 ROV was a key factor in the successful replacement and repair of the butterfly valve at the Massena dam. Situational awareness provided by the Deep Trekker ROV when working on aged systems such as this, provided additional safety and reduced diver time in the water. The extreme maneuverability and simple piloting controls allowed all of the key decision makers to pilot the remotely operated vehicle easily so that each could be confident in the bolt conditions before hiring the crane and incurring additional project costs. 

About Deep Trekker

Deep Trekker Inc. was founded in 2010 with a mission to bring a fully capable yet portable and accessible remotely operated vehicle to market. The company is headquartered in Ayr, Ontario Canada, with engineering and manufacturing all completed in house. Based on a clean sheet design, the premiere product, the DTG2 was introduced in limited run in August 2011. With Deep Trekker products working in 36 countries in industries including fisheries, research, nuclear power, police search and rescue, commercial diving, construction, engineering, potable water systems, and recreation, the DTG2 is proven to be easy to use, robust, and entertaining.



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Aqueos Corporation Receives Distinguished Award from National Publication

AQUEOS CORPORATION, A PREMIER SUBSEA services provider for the offshore oil and gas sectors of the Gulf of Mexico and the Pacific West Coast, receives a prestigious award from national publication, EHS Today.

This nationally recognized honor awards Aqueos Corporation for being one of “America’s Safest Companies”. Aqueos was selected for this designation from over three hundred nominated companies from all over the United States, and is the only company in the diving industry to have ever earned this accreditation. Aqueos President and CEO, Ted Roche, states “Since our inception, we have focused our efforts towards being the safest company in our industry.”

Roche further commented, “It is an honor that Aqueos is the only company in the diving industry to have ever received this award. This recognition validates the commitment of our employees towards zero-incidents and to continuous improvement.”

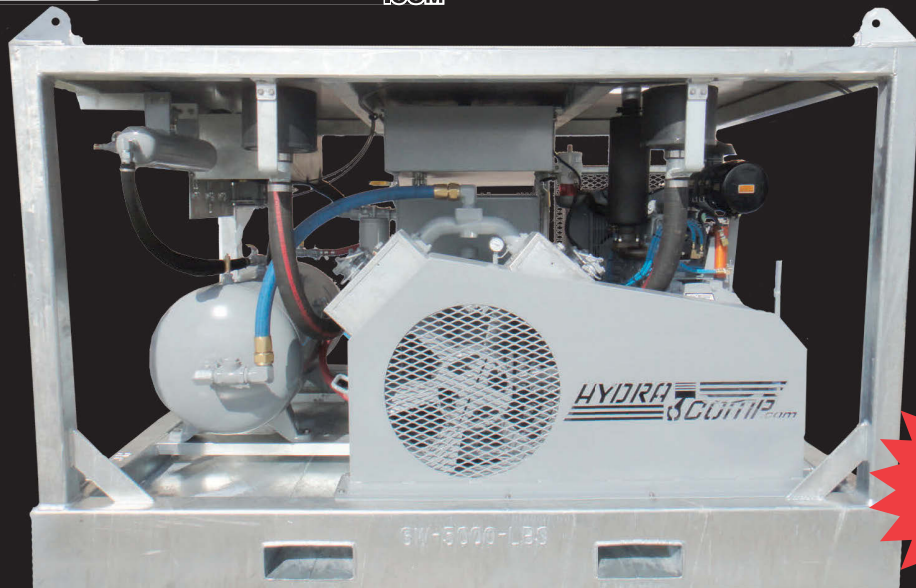
Aqueos Corporation, with offices in Broussard, LA and Ventura, CA, provides marine construction and specialty subsea services including a complete range of commercial diving, remotely operated vehicles (ROV) and vessel-related services primarily to the offshore oil and gas markets.

For further information on Aqueos Corporation, visit www.aqueossubsea.com or call the Aqueos offices at (337) 714-0033 or (805) 676-4330. 





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Safety, Education, Communication



ADC I TV furthers the Association's Reach

VIDEO IS ONE OF THE most effective ways to communicate online today, and ADC I has invested in the ADC I TV video platform to keep industry stakeholders updated on the association, the industry, safety and educational concerns and more. You can watch ADC I TV on any computer, tablet or mobile device, anytime, anywhere. With the expanded accessibility of ADC I communications, the association aims to further the reach of its message of **Safety**, **Communication** and **Education** to all stakeholders in order to make the commercial diving industry better connected, more profitable and, most importantly, safer.

Below you will find a list of some of the videos ADC I has produced over the past year. Be sure to invite your colleagues, clients and other interested parties to view the videos online today at videos.adc-int.org.

The Latest from ADC I TV Commercial Diver Training

The diver training industry has come a long way. Before the establishment of ACDE (Association of Commercial Diving Educators) and its recognition by ANSI (American National Standards Institute), there was hardly any system of training whatsoever that would have passed as formal, structured diver education. Much like any craft or trade, divers used to causally pass on skills to one another with little regard for sound and effective instruction and, more importantly, safety. However, the landscape has changed, and people wishing to pursue a career in commercial diving have plenty of options to receive a quality education.





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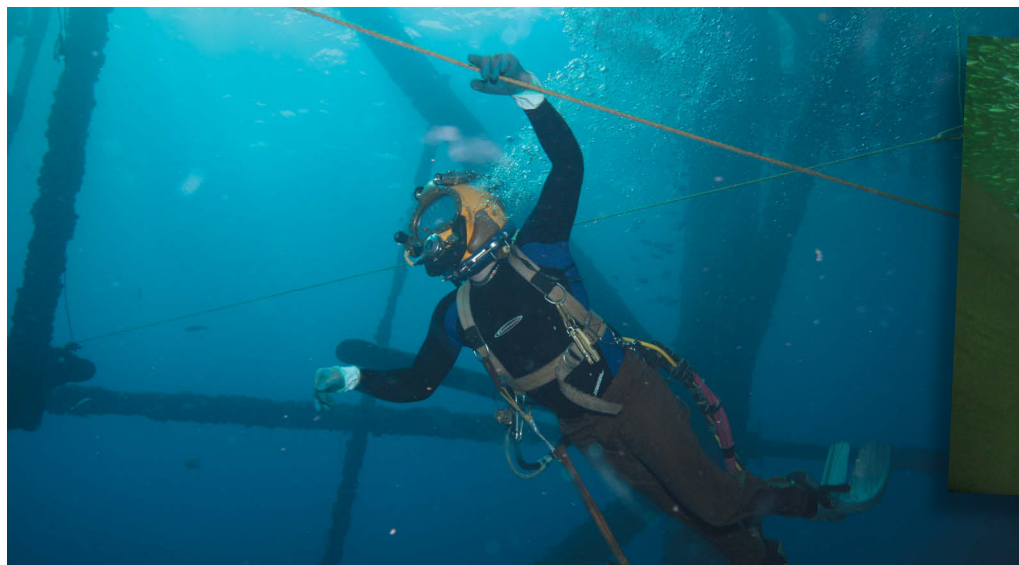
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ADCI TV

Client Education Series



Episode One: Leadership

We begin our series on client education with a conversation on the role of leadership and its part in mitigating risk for both the diving contractor and the client.



Episode Two: Contractor Selection

The ADCI has implemented an industry-wide initiative to educate operators in the offshore and inland sectors, both internationally and domestically, on what is at stake when contracting for underwater services. In this episode, we tackle the topic of contractor selection and discuss what an operator should be aware of when looking to hire a diving contractor.

Episode Three: Job Planning and Hazard Identification

As in any activity for which minimum standards have been developed, there can be no substitute for careful planning and assessment of the job to be conducted and the conditions likely to be encountered. Great care must be given to proper and complete planning and assessment of any commercial diving operation. Pre-job planning must be conducted to ensure that the necessary levels of personnel and equipment are available for diving operations.





Episode Four: Preventative Maintenance

Pre-planned preventative maintenance programs work to ensure the safety of personnel and assist in mitigating costs associated with equipment failure. This episode reinforces the importance of such programs and discusses the benefits associated with them.



Episode Five: ADCI's Audit Protocol and Commissioning Fully Vetted Diving Contractors

In this episode, we discuss the auditing process that is requisite of all general members of the Association of Diving Contractors International (or ADCI), and explain the benefits of hiring fully vetted contractors to perform underwater operations.

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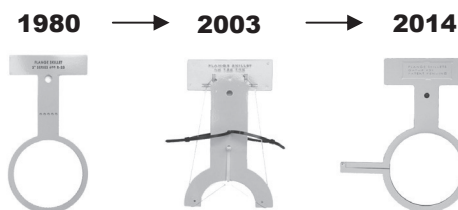
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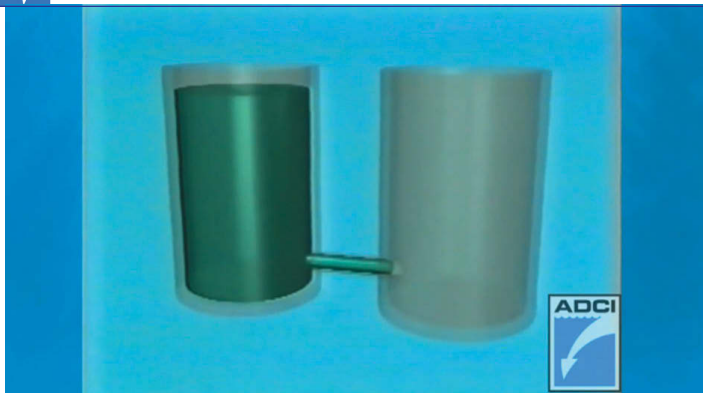


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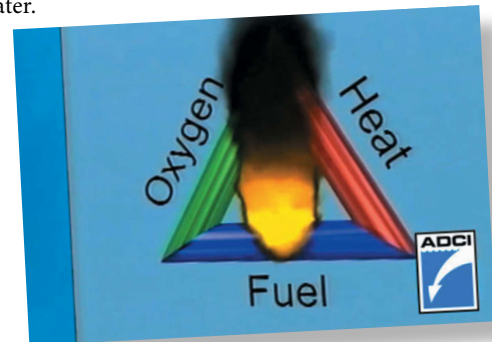
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Training Videos

Dangers of Delta P

Divers train for worst-case scenarios, but deadly hazards such as differential pressure, or Delta P, can be overlooked. Consider the tips outlined in this updated video before performing maintenance underwater.



Hazards of Underwater Burning

Underwater burning creates hydrogen / oxygen mixtures that are highly explosive. Consider the tips outlined in this updated video before performing underwater burning.

Technical Sessions from Underwater Intervention 2014

Expanded Approach to Calculating the Effects of Differential Pressure (Delta P) on Working Divers

Discussion of the hazards of differential pressure situations and how to calculate the effects on divers.

DMAC Requirements for Air Diving to 165 fsw in Commercial Diver Training

Discussion on DMAC Statement on Requirement for Air Diving to 165 fsw in Commercial Diver Training.

Problems with Retrofit Sluice Gate Installations

Discussion on sluice gates and problems contractors can face during installation.

Legal Update for the Commercial Diving Industry 2014

Richard Lesser gives an overview of legal updates that affect the commercial diving industry in 2014.

OSHA Commercial Diving Fatalities 2008-2013

Discussion on the fatalities that have occurred in the commercial diving industry between 2008 and 2013.



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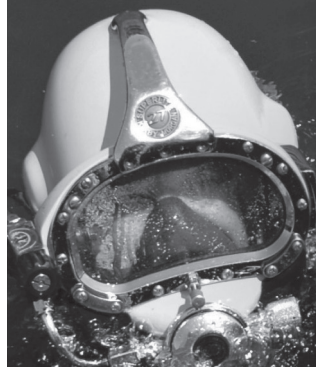
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Commercial Diving Contractors, Remotely Operated Vehicles, Manned Submersibles, and all other aspects of the Underwater Operations Industry will take place at the Morial Convention Center in New Orleans, LA. February 10-12, 2015.

Underwater Intervention's sponsoring organizations are non-profit, membership supported professional organizations. By supporting Underwater Intervention, you are supporting and giving back to the Industries and communities represented at Underwater Intervention. Proceeds from the annual conference go back into member driven programs that support education and training, provide scholarships and support safety initiatives throughout the underwater operation industries.

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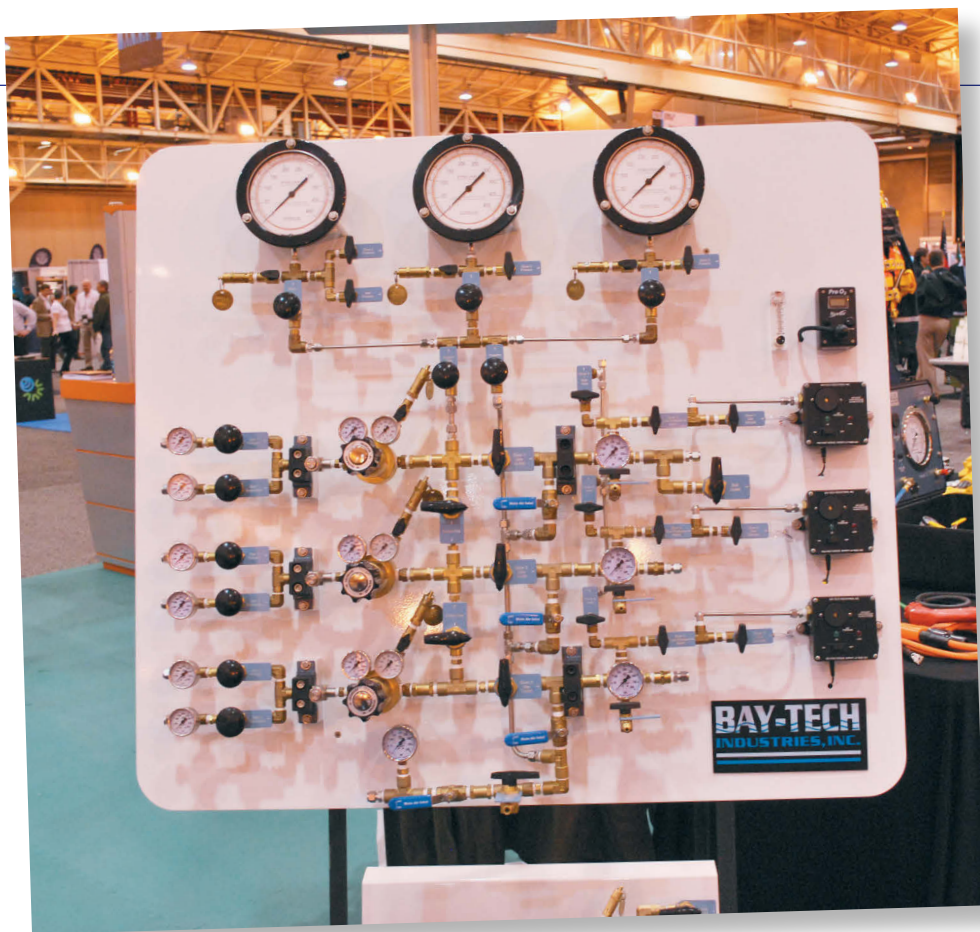


If you are contacted by a company telling you they are the “official” housing service for Underwater Intervention, please do not use these services. Underwater Intervention does not utilize a hotel room housing service!

This is a scam that comes up from time to time. We have been advised by the hotels that they do not have an agreement with these companies and to continue to encourage Underwater Intervention attendees to contact the hotels directly. Underwater Intervention has contracted with two hotels for the meeting: Hampton Inn and Suites Convention Center is our Headquarters Hotel for 2015. The Wyndham Riverfront is our overflow hotel.

Please pass this along to anyone you think may benefit.

Underwater Intervention is financially liable for all contracted rooms, whether the hotel sells them or not. This is why we ask that you always book your rooms within the Underwater Intervention room block. We work diligently to give all attendees the



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40 Years of Innovation Arrives on the US West Coast

BRITISH CROSS-SECTOR DRYSUIT AND DIVING

equipment manufacturer Northern Diver (International) Ltd has welcomed Dive Commercial International, Inc. as its exclusive distributor for the US West Coast region.

Established for 21 years, and with 120 years' experience in the commercial diving industry between its staff, Dive Commercial is geared up to provide expert advice to those looking to procure equipment, as well as stocking a diverse range of commercial diving hardware.

Dive Commercial currently stocks Northern Diver's Hot Water Suit, which has been developed over the last 20 years. The EDPM polymer suit features a unique flat rubber pipe system for optimum comfort, as well as an innovative heavy anodized aluminum water distribution valve with a 360° stainless steel 'quick connect' function.

As well as the Hot Water Suit, Dive Commercial also stocks the Divemaster Evolution 12, which is the latest model in one of Northern Diver's most popular drysuit lines. The latest generation Divemaster is available in 2 specifications: Sport and Commercial. While designed for two obvious diving sectors, these drysuits are often used for technical and military diving operations worldwide.

Dive Commercial is looking to expand its stock to include Northern Diver's recently developed inline gas analyzer and can supply other Northern Diver products on request.

Established for 40 years, Northern Diver (International) maintains a reputation as one of the world's elite drysuit and diving equipment manufacturers. Our drysuits and equipment are the choice of sport, commercial and military divers around the world. We are also the prime contractor to the British Ministry of Defence in this area. Our range does not stop here, however, as



we additionally manufacture drysuits, PPE and equipment for over 60 fire and rescue organizations across the UK and abroad. As well as our large and diverse product range, we pride ourselves on continually embracing new materials and employing more advanced manufacturing processes and technology.

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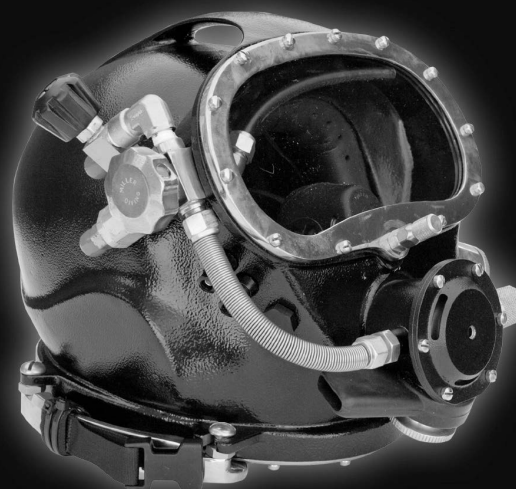
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Making a Difference in the Lives of Others

THE BMF PROJECT FOR SEARCH

and Rescue was established to honor the memory of Brandon Michael Fugate, who at the age of 18, drowned in Lake Ray Hubbard. Brandon and two friends had gone out on the lake to check a trout line. An expected front blew in, the wind gusts to over 40 miles an hour, and the

boat capsized. The three were thrown into the 42 degree water with no life jackets. First they thought it was best to wait with the overturned boat, but after a short time in the cold water Brandon felt he should go for help and swam for shore. Later a fisherman rescued the two boys by the boat, but could not find Brandon.

A rescue team was quickly dispatched, but conditions were extremely difficult. The search was to last 29 days, but the team never gave up. There were many delays, including having to wait for equipment to come from other parts of the state. During the time spent with rescue workers, Brandon's family discovered that funding to buy equipment was a major problem regardless of the agency. Game wardens, divers, and other volunteers often had to buy much needed items with their own money, such as cold water suits and specialized search equipment.

Donald Fugate, Brandon's father, vowed that the excruciating wait his family had gone through to find his son, would not happen to anyone else. He founded the BMF Project to raise funds, provide resources, and help search and rescue groups acquire the necessary technology, equipment, and training needed to effectively perform their jobs. The project also promotes safe boating, water safety education, and lends support for families who go



Members of North Texas Special Response Team with their new JW Fishers Pulse 8X metal detector and BMF Project founder Donald Fugate.

through the trauma of searching for a loved one. Since its inception 6 years ago BMF has raised a substantial amount by hosting a variety events and getting the financial support of local businesses and individuals. With these funds the project has been able to purchase and donate to area teams several pieces of badly needed equipment. On their website (www.thebmfproject.org) is information on upcoming events, how to make a donation or submit a request for

equipment or services for your team. A recent request came from the North Texas Special Response Team for an underwater metal detector; an essential piece of equipment used by law enforcement agencies and public safety dive teams worldwide to locate weapons and evidence used in the commission of a crime. BMF acquired a JW Fishers Pulse 8X and presented it to team members at the offices of Texas Parks and Wildlife Commission.

Another tragic event that ended with something good coming of it, was the Christmas day suicide of a man who jumped into the icy waters of the Tennessee River with his eight month old baby in his arms. Members of Knoxville's all volunteer rescue squad were at the scene in less than 30 minutes, but despite an exhaustive search involving agencies from across the state, it took more than a month to locate the baby's body. Rescue workers came to know Kristie Brown, mother of the baby, and other family members as they were always on site during the long, arduous search operation doing whatever they could to help. The family heard firsthand about the difficult and dangerous conditions as divers groped along the bottom in near zero visibility. Team members of the Knoxville Emergency Rescue Squad explained the technology existed to perform this type of search operation, but the team didn't have the money to buy it. So Kristie took it upon herself to raise the money necessary to buy a side scan sonar, so no other mother would endure what she went through; the wait to find a loved one. In less than one year she raised over \$25,000 which was enough for the team to purchase a new JW Fishers SSS-100K/600K dual frequency side scan system.

A few of the many other groups that have donated equipment to local teams are; United Fund of LaGrange County in Indiana bought a Pulse 8X for the LaGrange County Sheriffs Dept, Southeastern Regional Planning and Economic Development Council purchased Fishers TOV-1 towed video system for the South Eastern Massachusetts Law Enforcement Council, Search and Rescue Society of British Columbia offers equipment and resources to 80 SAR groups in Canada and provides Fishers Pulse 12 boat-towed metal detector and DV-1 drop camera, Region 7 Homeland Security Planning Board shares a Fishers Pulse 6X metal detector with several counties in Michigan, and volunteer rescue squads and dive teams from around the country have received private donations to buy JW Fishers underwater metal detectors, video systems, ROVs, and side scan sonars.

For more information on JW Fishers complete line of underwater search equipment go to www.jwfishers.com.

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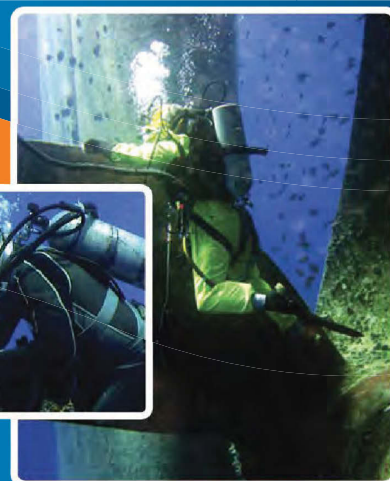
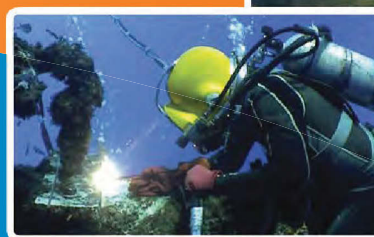
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300th Anniversary of Historic 1715 Fleet Sinking

2015 WILL MARK THE 300th anniversary of the sinking of a dozen Spanish ships known as the 1715 Plate Fleet; plata being the Spanish word for silver. On the 30th of July 1715 twelve galleons, overloaded with Mexican gold and silver, left Cuba and sailed north carried by the Gulf Stream. Just off the coast of Florida between present day Sebastian and Fort Pierce they were struck by a ferocious hurricane. Some of the ships sank in deep water, some broke up in shallower water, and others ran aground near shore. Only a tagalong French ship named Grifon, managed to survive, sail on, and report the disaster. It was one of the greatest tragedies to befall any Spanish treasure fleet with the loss of more than 1,000 lives and 14 million pesos, plus an equal or greater amount of contraband, all swept into the sea. The cargo was scattered over several miles and to this day Spanish coins still wash up on Florida beaches.

Over the next four years the Spaniards undertook several salvage operations and managed to recover a significant portion of the treasure; about half the registered part. This still left a vast amount of gold and silver lying on the ocean floor. Modern day salvage began in the late 1950s. It all started when a local resident, Kip Wagner, found a Spanish coin called “piece of eight” on the beach after a storm. His curiosity piqued, Wagner rented a small plane and flew over the shallows just off the beach until he spotted what appeared to be the remains of a ship. Traveling to the site by boat, he verified it was a very old wreck. Wagner then obtained a permit from the state of Florida, gathered a team of divers and began recovering treasure. They quickly discovered getting to the booty was not an easy task. To remove the sand required use of a dredge and suction apparatus, which eventually evolved into the “mailbox”, a curved pipe that was used to divert the prop wash down onto the wreck site. The state stipulated that it would take 25% of the finds of their choice, with the rest going to




Main photo – Captain Carl Fisser with his Pulse 8X detector and Plythe Gibbons, owner of “Treasures of Fort Pierce” website. Inset: Gold coins and rings recovered from 1715 fleet wrecks.

the salvors. The state typically claimed the artifacts; the gold and silver coins, ingots and bars were kept by the salvage company. This arrangement between salvors and the state went on for years with many divers obtaining permits for large plots of the ocean floor and trying their luck at the treasure hunting game. Some, like Mel Fisher, hit it big and became celebrities.

Another of the more remarkable men drawn to this life of adventure is Captain

Carl Fisser. For more than 40 years "Fizz", as he's called by associates, has traveled the world searching for, and recovering, treasure and artifacts. He's often referred to as; a real life underwater Indiana Jones. He worked with Mel Fisher on the world famous Atocha shipwreck and dove on ancient sites in Sri Lanka with "2001: A Space Odyssey" author Arthur C. Clarke. Fizz also chased treasure with celebrity diver, John Chatterton, co-host of History

Detectives TV show and subject of the book *Shadow Divers*. Because of his extensive experience Fisser was chosen to host his own show, the Dish TV series "Treasure Divers". Capt. Carl has recovered millions in gold in silver over the decades, and is still diving on 1715 wreck sites today. Some of his best finds include a conglomerate with more than 500 embedded silver coins weighing almost 30 pounds and several beautiful 300 year old gold rings assumed to have been worn by ship's officers or aristocrat passengers. Fisser is a recipient of the prestigious Mel Fisher Lifetime Achievement Award which is presented annually to a person who has shown "immense perseverance in following their Quest in Life. Such a quest would exemplify the person's ability to achieve in life what others might only dare to dream." He recently inherited all the records of another famous treasure hunter, Jack Haskins, who researched and dove on wrecks for decades. With information culled from these documents Fizz and his team are now working several new wreck sites in the Caribbean and central America. His tool of choice for finding underwater treasure is JW Fishers Pulse 8X, a commercial-grade detector in use by professional treasure hunters, marine archaeologists, commercial divers, police and military units worldwide. The Pulse 8X is so widely recognized as the "tool of choice" for recovering underwater treasure it was featured in several Hollywood movies including *Fool's Gold* and *Into the Blue*.

A few of the many other groups using this detector in their shipwreck recovery work are the Odyssey Marine, the Center for Archaeological Studies at Texas State University, the Archaeological Institute at the University of West Florida, the Office of Underwater Science and Educational Resources at the Indiana University Bloomington, the underwater archaeology program at the University of Rhode Island, the Center for Marine Archaeology and Conservation at Texas A&M University, and the Israeli Antiquities Authority, and the African Slave Wrecks Project. 

For more information on JW Fishers complete line of underwater search equipment go to www.jwfishers.com.

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KDM Marine International Completes Challenging Seabed Excavation Project for TOTAL E&P UK

- KDM Marine International, part of James Fisher and Sons plc, prepares seabed jack-up placement in North Sea.
- First time the Tusk DP6000 Cutter Suction Dredge has been used in region.
- The hydraulic dredge tool succeeded where other tools and methods had failed.

Leading subsea excavation specialist KDM Marine International, part of James Fisher and Sons plc, has successfully completed a project to assist in preparing the seabed for a jack-up placement in the North Sea.

Chosen by TOTAL E&P UK, the KDM offshore team operated the Tusk DP600 Cutter Suction Dredge at one of its operating fields in the North Sea, UK. The hydraulic dredge tool mechanically cut the hard soils and deposited the spoil in areas remote from the excavation site.

Excavating new holes for the rig's spud cans, the team worked from the Olympic Triton. The site had depressions from a previous rig which resulted in a requirement to excavate three areas each approximately 25m diameter by 3m depth. Water depth in the area was 92m.

Graham Murdoch, Operations Director of KDM Marine International, said: "This was a very challenging project due to the soils and scale of excavation required which other methods had tried and failed to overcome previously. This was also the first time the Tusk DP600 had been used in the North Sea but we were confident when looking at the scope of works that it was the tool for the job and we proved this to be the case."

KDM Marine International holds a global agreement with Tusk Subsea Services to supply and operate its respective tools on projects. KDM Marine International operates a suite of excavation products and services, including the innovative TwinProp mass flow excavator, single prop excavators, suction dredges, pile cleaners and MudBugs.

Kenneth R Mackie, Managing Director of KDM Marine International, said: "We are delighted with the outcome of this project for TOTAL E&P UK and thank the team there for believing in us and the equipment. We look forward to developing this tool's position in both the North Sea and international marketplaces. We have a strong relationship with Tusk Subsea Services allowing us to offer an integrated solution for a large range of subsea excavation requirements."

Jerome Lucas, Wells Operation Manager at TOTAL E&P UK, said: "Following the various issues experienced earlier this year to dredge the location in the vicinity of a producing platform, the Tusk DP600 tool was seen as a clear step change in the dredging method combining both mechanical cutting and pumping capability at the same time. The tool clearly met the promises made by KDM in terms of efficiency and reliability. This tool is now considered field proven for harsh environments and at this water depth. I would personally recommend it for such dredging operations. I also greatly appreciated the professionalism and commitment of KDM Marine International in making this first trial in the North Sea a success with operations performed safely and efficiently."



Iceberg Warning For Rigs

Rigs at risk from drifting icebergs can expect an early warning following research by the Memorial University of Newfoundland.

The Autonomous Ocean Systems Laboratory (AOSL) at the University is undertaking a long-term study into modelling the behaviour of icebergs that includes acquiring real-world data that will increase the accuracy of predicting the rate and direction of their drift.

They are also finding ways to identify exceptionally deep icebergs that might drag across the seabed in shallow water and damage pipelines.

Specially designed autonomous vehicles are being developed for the role. Fitted with ice profiling sonar they will stay with an iceberg for 28 days at a time gathering data on ice thickness and volume – as well as direction and drift.

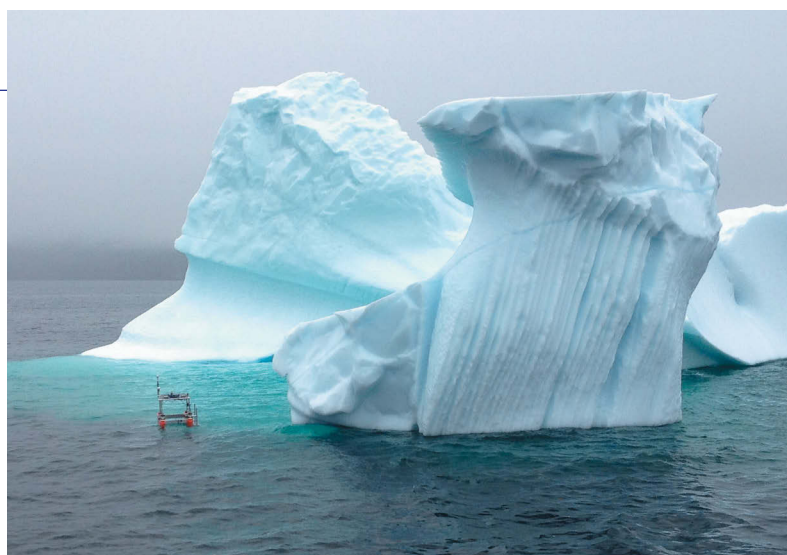
To help evaluate systems planned for use on the unmanned autonomous vehicles, AOSL is using a Saab Seaeye Falcon ROV as a development platform.

Neil Riggs, senior project manager at AOSL, says the Falcon is a valuable development tool for helping understand how various payloads will behave when attached to autonomous vehicle systems.

“It was recognised at an early stage that in order to be effective in performing R&D for autonomous systems we needed an ROV tool. The acquisition of the Falcon resulted from a careful examination of the available alternatives. It was judged the Falcon suited our needs extremely well. It is a very good R&D support system for us.”

The University already deploys the Falcon for a range of tasks that include utility search and recovery and for training pilots in ROV operating.

The largest selling ROV in Saab Seaeye’s range of underwater vehicles, the Falcon’s winning formula comes from its intelligent control concept and from being small enough to be manhandled into the water, yet having five powerful thrusters that can handle strong currents with precise control.



This combination of intelligence, power and manoeuvrability means it can operate sensors, tooling and complex systems typically found on much larger ROVs.

The AOSL project has an historical perspective that started with the sinking of the Titanic, which highlighted the need for detailed tracking of icebergs. They are now monitored worldwide by the US National Iceberg Center, and the University’s work will add to this resource by significantly advancing knowledge and safety concerning the predictability of their movement.

The current AOSL project will significantly increase observational capabilities of the underwater environment in harsh ice-covered and iceberg infested environments offshore eastern Canada and in the Arctic. The range of real time data gathered will be extensive as it identifies above and below water shapes of icebergs; maximum keel shape, depth and ocean surface current field; surface to bottom current profiles; and weather in the vicinity of icebergs.

Saab Seaeye is the world’s largest manufacturer of electric ROVs, and now includes Saab’s underwater vehicle range of tethered, autonomous and hybrid underwater vehicle systems for the defence industry.



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Sensoray Highlights Model 2253P Codec, Ideal for Video Pipeline Inspection, Mining, Robotics and More

Device combines audio/video (A/V) codec, GPS receiver, and multifunction port functionality for flexible, reliable usage

Sensoray announces that its **Model 2253P A/V Codec with GPS Receiver and Incremental Encoder Interfaces** brings incredible performance in the compact design necessary for pipeline inspection, mining, robotics and more. In addition, all operating power is supplied by a single USB port, giving the device the necessary flexibility for these applications. The device



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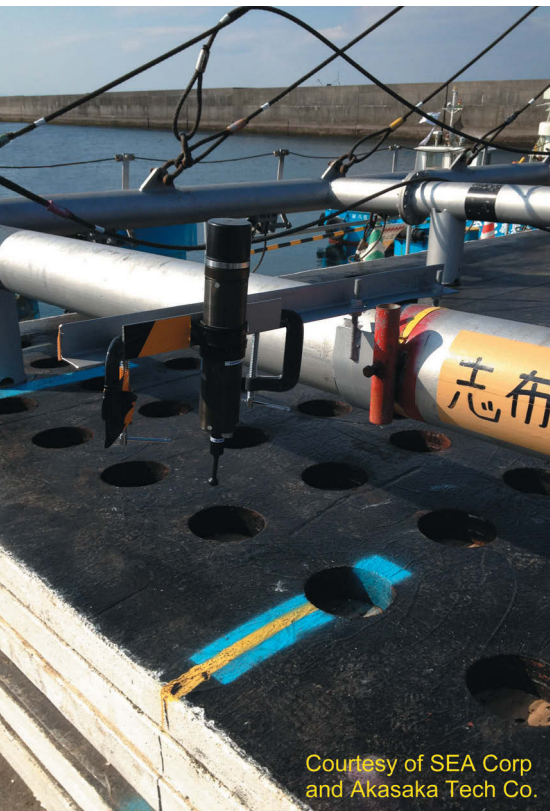
With the Sensoray Model 2253P device, multiple, independent video processors allow for two different video streams to be produced simultaneously from a single composite input. One of the streams can remain uncompressed so as to be useful for real time previewing, or both streams may be compressed. In addition, image transformations such as resolution, rotation and mirroring are independently configurable for each stream, as are compression type and bit rate.

Each of the two multifunction ports included in the device can operate as an incremental quadrature encoder interface or as dual general purpose digital inputs (GPIO). Encoder counts, GPS data, and GPIO states can be monitored over the device's USB connection, and real-time encoder counts and GPS data can be overlaid onto any video stream.

For more information, go to www.sensoray.com/products/2253p.htm.

ABOUT Sensoray

Sensoray is an industry-leading designer and manufacturer of OEM electronics for video imaging, data acquisition and machine control. The company is committed to clarity, efficiency and functionality in all of their designs, and to consistently providing customers with the highest quality solutions. Sensoray offers drivers for Windows or Linux and live technical support, ensuring that customers' development projects are fast and easy. For more information, or to speak to an engineer regarding a custom design, visit www.sensoray.com or emailsupport@sensoray.com.

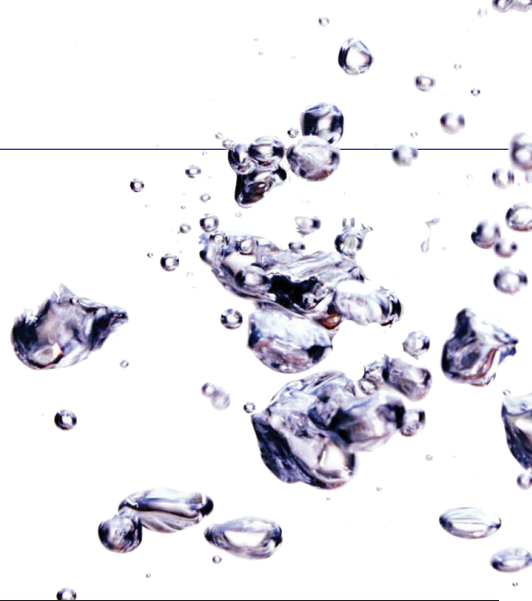


Courtesy of SEA Corp
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LINKQUEST RECENTLY DELIVERED A TRACKLINK

1500HA USBL tracking system to Akasaka Tech Co. in Japan via its distributor SEA Corp (www.seanet.co.jp). It is the third TrackLink 1500HA system purchased by Akasaka Tech and extends a trend of purchases of TrackLink systems from highly sophisticated Japanese users in recent years. With advanced Broadband Acoustic Spread Spectrum technology, LinkQuest's TrackLink systems provide highly accurate and robust field performance in complicated underwater environments with severe multipath conditions. Akasaka Tech Co. will utilize the TrackLink 1500HA system for diver navigation and safety monitoring. In various underwater projects, the divers will need to accurately place objects at the sea bed. Akasaka Tech has developed special software to capture the information of divers' locations, display them in a customized way and alert the operators when the divers enter restricted areas. Akasaka Tech Co. will also use the TrackLink system to obtain the exact location and the direction of the target during underwater installations by mounting more than one transponder on the target. For more information, please visit www.link-quest.com or contact the company at sales@link-quest.com.

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Asi Marine Wins on Two Continents with Falcon

In both Australia and Canada, ASI Marine has established the record for the longest tunnel swim with a Falcon ROV. By creatively modifying a Saab Seaeye Falcon ROV, they were able to send the vehicle through a pipeline stretching over four kilometres under Gladstone Harbour, Queensland to Curtis Island. They also sent the same modified Falcon through five kilometres of feeder pipes in Lake Ontario.

Under Lake Ontario in Canada, the Falcon worked in the worst freezing

conditions on record to run five kilometres down each of three separate 1.6 metre diameter pipes in a unique project to create the world's largest cooling system. This deep lake cooling system feeds the city of Toronto in summer with cold water to cool the city's offices – as a sustainable alternative to air-conditioning – then sends the water onwards to top-up Toronto's municipal water supply.

Bob Clarke, ASI Marine's senior operations manager, says they achieved this by modifying the power supply to the system

so that the Falcon could operate over five kilometres of tether. This was particularly important for the Australian project, as their client wanted just a single point of access to inspect the 4.3 kilometre pipeline.

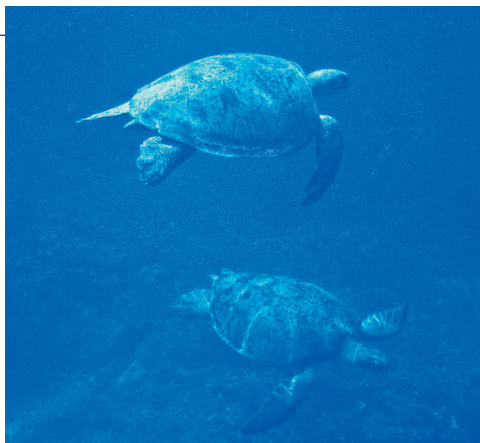
The inspection on the Santos Gladstone LNG Project was conducted with the Falcon to confirm the condition of the pipeline that was pushed through the utility tunnel. The utility tunnel had been bored to minimize environmental impact at the site and to provide a protected conduit through which to pass the pipeline and other utilities.

This was the last segment of the pipeline that delivers liquefied natural gas (LNG) to the Santos LNG plant on Curtis Island. The ROV inspection was conducted to ensure the pipe's integrity during and after the push.

The Falcon was fitted out with video plus profiling sonar with a BlueView imaging sonar and Mesotech scanning sonar as additional navigation aids. Bob Clarke says they chose the Falcon for its "moderate size, good thrust-to-weight ratio and telemetry capacity". It is also capable of unlimited inspection durations, he adds.

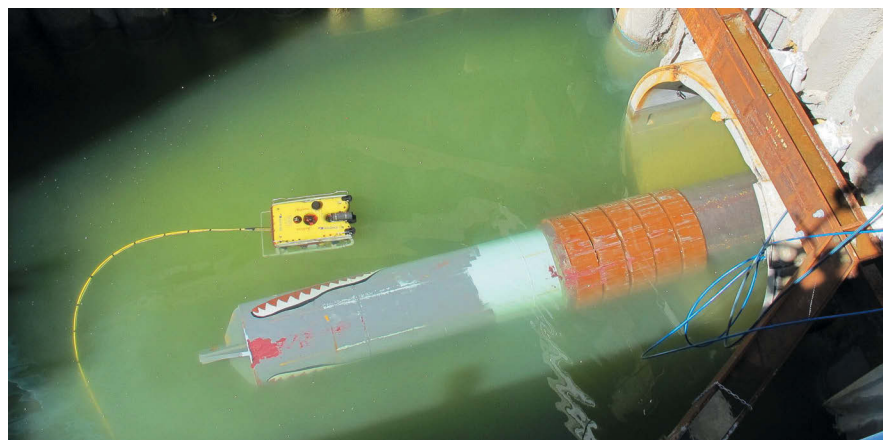
The Falcon's intelligent architecture means each device on the vehicle can have its own microprocessor for individual control and systems can be easily changed or added. Although small enough to be easily manhandled, its intelligent control, combined with five-strong thruster power and precise manoeuvrability, allows it to operate sensors, tooling and complex systems typically found on much larger ROVs.





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As a module-focussed concept, the Falcon generates automatic diagnostics on power-up to ensure each device is fully interfaced and working correctly. In modifying the Falcon to undertake the longest runs ever attempted by a vehicle of this class, ASI Marine has continued its tradition of

developing innovative solutions for demanding projects. Established in 1987 this specialist underwater structure inspection and repair company has since pioneered many innovations, including becoming the first company to develop an ROV for internal pipeline inspection.



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DIVEX to Supply US Navy with State-Of-The-Art Diver Communications System

Divex has been awarded a contract to supply the US Navy with their state-of-the-art diver communications system the HeliCom™ Matrix.

Divex, a subsidiary of James Fisher and Sons plc and a world leader in commercial and defence diving products, has received the order from the Navy Experimental Diving Unit (NEDU) through American partner, Chase Supply Inc.

To be used at their deep trials and training facility in Panama City, Florida, the HeliCom™ Matrix is a fully digital diver communication system that provides communications for the chamber complex and wet test chamber. The client required a system where they could communicate with all personnel from one central system and were impressed with the large, easy to use, touch screen interface and how it could be tailored to suit their system.

Launched in 2010, the HeliCom™ Matrix is the first of its type; a helium speech unscrambling communication system which retains all of the original voice pattern to ensure clear, concise and intelligible communication is provided for divers operating in extreme depths and conditions. With improved speech intelligibility comes improved safety for the divers and this was a major contributing factor during the design phase.



Saturation divers use helium as the major component of the special breathing-gas mixture called heliox (a mixture of helium and oxygen). One of the disadvantages of helium is the “Donald Duck” effect on the voice which complicates the communication process. Early helium speech unscramblers created a lot of distortion which made it difficult for reliable diver communication.

The HeliCom™ Matrix achieves superior, crystal-clear diver helium voice communication through advanced DSP (digital signal

processing) helium speech decoding techniques. The helium speech from the pressurised divers and the chamber occupants are mixed in an audio mixer before decoding to the selected gas and environmental settings by a digital signal processing circuit (DSP). This has been the key element of HeliCom™’s success – the clarity of speech irrespective of the depth the diver is working.

HeliCom™ Matrix is a step forward over existing implementations because of the incorporation of precise modelling of the






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translations introduced by the Heliox mixture on the human voice including both pitch and envelope distortion. It has a high speech intelligibility level score, averaging 97% during modified rhyme tests at depths of up to 350metres depth - it is unrivalled in the field.

The HeliCom™ Matrix also offers automatic unscrambling which is unique to the Divex system. This removes the need for user interaction to control the depth at which the unscrambler is operating, providing greater accuracy and ease of use.

Divex MD, Derek Clarke comments: "With the US Navy considered to be at the pinnacle of diving technology this win is very significant as it endorses the unique benefits HeliCom™

brings to diver safety and comprehension of voice communications which are key to diving operations."

The Divex HeliCom™ Matrix was first installed in 2011 onboard the DSV Skandi Singapore where it continues to operate successfully with no issues or failures reported. The HeliCom™ Matrix is also to be installed onboard BP's new Caspian Sea Subsea Construction Vessel, for which Divex have been awarded a multi million pound contract to provide a 300 metre depth, 18 man twin bell saturation diving system.

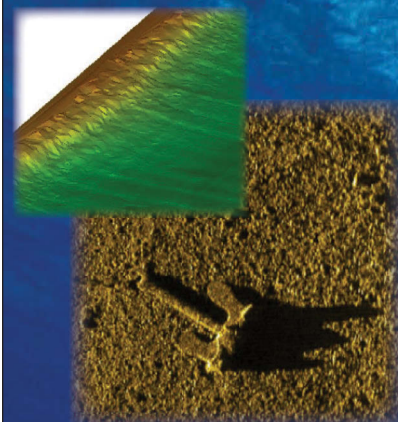
For more information on the HeliCom™ Matrix please visit: www.divexglobal.com

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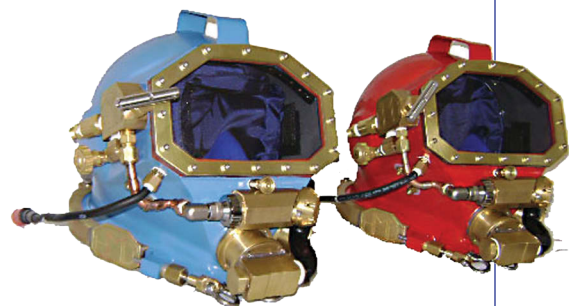
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NEW ORLEANS

Gen-4 Gladiator Diving Helmets

HeavyMetalDivers is proud to announce that the Gen-4 Gladiator diving helmets are now available for order. The Gen-4 Gladiator still uses the ¼" thick cast silicone bronze shell as before, but it has been modified. The Gen-4 Gladiator still utilizes the superior Poseidon "Xstream" line of regulators,

which provides for the lowest resistance to inhalation and is designed for cold water diving. The Gen-4 Gladiator still has the exhaust separate from inhalation, so the diver does not exhale through the regulator. This provides for much lower levels of carbon dioxide retention in the helmet

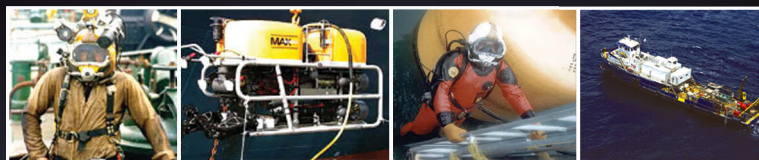


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than with other helmets. The Gen-4 still uses beefy machined brass housings for the demand regulator and exhausts, but now they are bolted on instead of silver-brazed in place. O-rings and gaskets are used as recommended by the NEDU. The faceplate is now available in ½", ¾" or 1" thick Lexan machined to inset into the flange as ordered. The sideblock is versatile and is able to be plumbed as an "A" style block or as a "B" style block, something no other helmet offers. The operating knob for the freeflow valve can be ordered as a machined brass round knob with slightly larger diameter for easy operation or a stainless steel T-bar is available, which is great for cold water. Cams can be locked by strap and buckle, pull-pins or both. The comms are crystal clear due to the bronze shell. Heavy duty solid brass composts 2-wire or 4-wire march marine connections are included as requested. The helmets are extremely comfortable and very well balanced underwater. They are HAMMERTOUGH. See www.heavymetaldivers.com or contact us at info@heavymetaldivers.com or 281-536-5294 for more information. 

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Lionfish Characteristics Make Them More “Terminator” Than Predator

New research on the predatory nature of red lionfish, the invasive Pacific Ocean species that is decimating native fish populations in parts of the Caribbean Sea and Atlantic Ocean, seems to indicate that lionfish are not just a predator, but more like the “terminator” of movie fame.

The finding of behavior that was called “alarming” was presented by Kurt Ingeman, a researcher from Oregon State University, at the annual meeting of the Ecological Society of America.

Read the full article on page 28 of the September edition of *Ocean News & Technology* magazine here: <http://digital.ocean-news.com/publication/?i=222451>

Kirby Morgan Dive Systems, Inc.® Bulletin #12 of 2014. October 16, 2014

Change to Product 540-039 Front Stand Offs (x2 per helmet) Added to Kirby Morgan Helmets

Helmets & Products Affected: All Kirby Morgan Helmets except the SuperLite 17B.

560.074 Bottom Ring, 560-517 Stainless Steel Helmet Shell.

All shells with Bottom Ring Assemblies: 505-105, 505-106, 505-107, 505-108, 505-162.

With the exception of the SL 17B, all Kirby Morgan Helmets will soon be shipping with the new Front Stand Offs, P/N 540-039 (two per helmet). These serve as “front legs” that will help protect the swing catch assembly, sealed pull pins and other components from damages if the helmet is set down roughly or hard. Each stand off takes one screw, P/N 530-059, to attach.

Front Stand Offs unfortunately will not retrofit to earlier helmets. Retrofit is not possible because the large bottom ring area has now been specially redesigned with uniquely shaped recesses to hold the front stand offs.

Please contact your local KMDSI dealer or email sales@kirbymorgan.com for more information.

Injuries due to Failure of Diver’s Emergency Gas Cylinder

The following information is provided with permission from the Shell Group technical Authority / Principal Technical Expert Diving of the Shell Global Diving Center of Excellence.

What happened?

The incident occurred onboard a Diving Support Vessel (October 2014) while divers were dressing in out in preparation for a dive. A valve forcefully parted from a high pressure (HP) cylinder filled with 180 bar (2610 PSI) of compressed air. In total, five divers were injured by the parted valve as it flew off the cylinder.

Why it happened

The investigation of the incident is still ongoing, but the preliminary assessment has confirmed that the inner thread on the HP cylinder was not compatible with the outer thread of the pillar valve.

The HP gas cylinder inner thread was an M25x2 parallel thread, and the outer thread on the pillar valve was a ¾”x14 BSP parallel thread (Whitworth). How the incompatible valve and HP gas cylinders came to be used together is still being investigated.

Lessons Learned

The incompatibility of the valve thread and HP cylinder thread led to a serious incident. It is, therefore, of great importance that contractors perform an immediate check to confirm the compatibility of the HP gas cylinders and valve threads in use at the operations. They should also clearly mark and register both HP gas cylinders and valves separately, so that compatibility can be verified and assured.

Recommended Actions

- Check HP gas cylinder threads and pillar valve threads for compatibility.
- Mark the cylinder thread size for all HP cylinders; mark the thread size for all pillar valves, applying a unique identification that will be permanently visible and traceable.

- Have working procedures and instructions in place that include the verification of the compatibility of both the pillar valves and HP gas cylinders.
- Include compliance with ADCI Consensus Standards, which require annual internal and external visual inspections of HP gas cylinders.*

- Include the HP gas cylinder and pillar valve identification numbers in the annual inspection.*
- Observe the above recommended actions when using this type of cylinder, outside of diving, due to the potential for the same type of failure.

Technical Details:

A pillar valve or cylinder valve is the point at which the cylinder connects to the diving regulator. The purpose of the pillar valve is to control gas flow to and from the cylinder. The neck of the cylinder is internally threaded to fit a cylinder valve. Parallel threads are made to several standards and the most common standards are: M25x2 parallel thread, which is sealed by an O-ring, M18x1.5 parallel thread, which is sealed by an O-ring, 3/4x14 BSP parallel thread, which has a 55° Whitworth thread form, 3/4x14 NGS (NPSM) parallel thread, sealed by an O-ring, 3/4x16 UNF, sealed by an O-ring. These parallel threads are very similar, but not compatible, as pitch, pitch diameter and thread forms are different.

*recommended testing guidelines found in the ADCI Consensus Standards for Commercial Diving and Underwater Operations. These are not Shell recommended guidelines.

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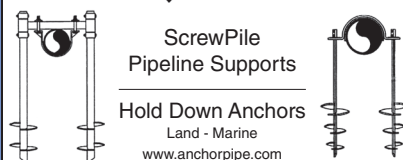
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Gate Premier Solutions. (GPS) Makes Strategic Acquisition of The Kane Kompany Inc.

GPS completed the acquisition of The Kane Kompany, Inc. The company, owned and operated by Gary and Valerie Kane, provides expertise in diving, marine construction, decommissioning and subsea intervention. Gary Kane has over 40 years experience in the offshore subsea industry.

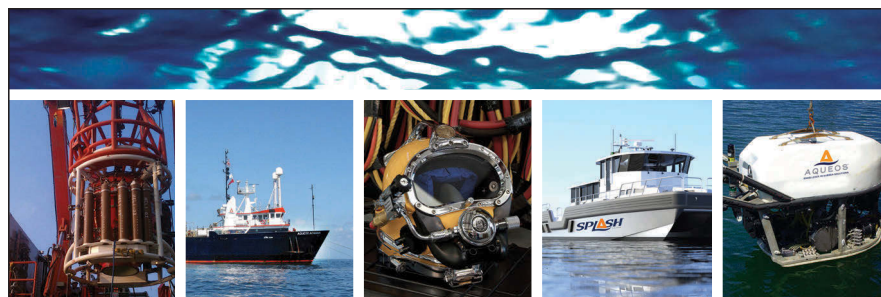
The goal of GPS in acquiring The Kane Kompany, Inc. is to be the preferred partner when providing diving and offshore oil and marine construction consultants.

Commenting on the acquisition GPS President Alicia Heiskell said: "We are excited about having Gary, one of the most respected individuals in the subsea industry, as part of our team".

GPS is a leading provider of oil and gas consultants and is based in The Woodlands, Texas. The company is devoted to staffing professionals that fulfill the demands of a rapidly expanding oil and gas industry. They are dedicated to safety, providing quality personnel and having outstanding customer service. 

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Source: **Gate Premier Solutions**
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